

The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 29.83

June 19, 1913, Temperature a.m. 82, p.m. 87; Humidity...85, 71.

(ESTABLISHED 1861.)
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June 19, 1913, Temperature a.m. 83, p.m. 84; Humidity...87, 84.

9126 晚六十月五年丑癸

FRIDAY, JUNE 20, 1913.

五拜禮 號十二月六年亥癸

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TELEGRAMS.

THE MARCONI DEBATE.

INTENSE INTEREST.

Reuter's
[Service to the "Telegraph."]
London, Received June 19.
No debate in recent years has aroused keener interest than that on the Marconi Report. The House of Commons was thronged on Wednesday, and the atmosphere of uncertainty and of the personal interests involved caused intense excitement.

The Breaches.
Mr. Cave, K.C., moved the resolution "That the House regrets the transactions of certain Ministers in American Marconi shares and the want of frankness displayed by Ministers in their communications on the subject to the House." He said that his task was a most unpleasant one, but it was the duty of the Opposition to state firmly but clearly their view. He made no charge of personal corruption against any Minister (hear, hear), but he did suggest, however, that two Ministers and one ex-Minister had committed breaches of certain rules and traditions of the House without which public life was impossible.

Vicount Helmsley seconded.

A Mistake Admitted.

Sir Rufus Isaacs said that in the light of what had happened he agreed that the course which they had pursued in keeping silence in October was a mistake. He hoped that no one would hesitate to accept his statement that there never was the faintest intention to deceive any member of the House. He emphasised that in the purchases of the American Marconi shares, whatever might be said as to its wisdom, there was no suggestion that he had acted dishonestly or in bad faith. He proceeded to deal with the question whether the transaction was discreet. It was absurd to suggest that Mr. Godfrey Isaacs made the offer as conferring a favour or an advantage, especially when he bought from Mr. Harry Isaacs at market price. Mr. Godfrey Isaacs' offer was made not as a contractor but as a brother. (Ministerial cheers.) Although Sir Rufus Isaacs thought the transactions were quite unobjectionable, he affirmed that if he had known all he knew now he would not have entered into them. He had acted perfectly openly. He added "I agree that it was a mistake to purchase these shares."

No Concealment.
Mr. Lloyd George also denied that there was any intention of concealment. He would be deeply grieved if the House thought he had been lacking in respect or frankness towards it. They decided that the Committee would afford the best opportunity of presenting the facts. This decision was a mistake, but it was a mistake in judgment and not in candour towards the House. If the facts since learned had been known to him then, he would never have entered upon the transaction, not because it was wrong in itself but because it would lead itself to misrepresentation. Regarding the question as to whether the matter was judicious or discreet, he admitted that it was neither, and he would certainly not go through it again. There was, however, a vast difference between indiscretion which might be acknowledged and rebuked and indiscretion in private investment which warranted the solemn vote and censure of the House. He concluded by saying that he was conscious of having done nothing bringing a stain on the honour of a Minister of the Crown. "If you will," he added "I acted thoughtlessly, carelessly and mistakenly but I acted innocently, openly and honestly. That is why I confidently place myself in the hands not merely of political friends but members of all parts of the House."

TELEGRAMS.

THE MARCONI DEBATE.

"GAMBLING."

Reuter's
[Service to the "Telegraph."]
London, Received June 19.
Sir Rufus Isaacs and Mr. Lloyd George then left the House, all the Ministerialists rising and cheering, and waving handkerchiefs.

Lord Robert Cecil defended his report, and contended that the transactions were gambling transactions in which Ministers ought not to engage. He had not charged them with corruption but with grave impropriety. He asked the House not to sanction the precedent for opening the door to the widest for corruption in the future.

Mr. R. W. Essex (Liberal), a member of the Committee, defended the Majority Report.

Mr. Asquith resumes the debate to-day, Mr. Balfour following immediately.

Press Comments.

"Honourable Amends" and "Frank Apology" are the headings appearing in the newspapers descriptive of the statements of Sir Rufus Isaacs and Mr. Lloyd George, which are generally regarded as clearing the air and relieving the Liberals and Parliament, enabling the House of Commons to honourably treat the incident as closed.

The moderates on both sides hope that some resolution will be jointly approved, noting the Ministers' confession of indiscretion and recording the fact that the charge of corruption is unfounded. While some Unionists object to Mr. Buckmaster's amendment as condoning the proceedings of Ministers from beginning to end, they hope that Mr. Cave's motion will be pressed to a division.

The Liberals declare that Lord Robert Cecil's remarks left only one course open to Liberals and Mr. Buckmaster took it to say that the Unionist leaders missed an opportunity in not inviting Mr. Cave to withdraw the motion after the statements of Ministers. Whatever the result of the debate, the papers are of opinion that the whole episode will be a warning to other politicians in years to come.

Mr. Balfour's Appeal.

London, Received June 20.
Mr. Balfour concluded that what he wished the House to do was to leave a record indicating regret at what had taken place. Unless they did so, it would be a disaster to the public life of the country. He appealed to the Premier to find some form of words more consistent with the credit of the House and which was likely to maintain the purity of public service.

A Harsh Construction.

Sir Edward Grey said Mr. Bonar Law had put the most harsh construction on the transaction. The phrase "want of frankness" was capable of being construed as imputing a dishonourable motive. If it were so construed it would entail the resignation of the two Ministers and close their political careers. The House ought to pass no motion which could be regarded as a vote of censure.

The Vote.

Later.
Mr. Cave's motion was defeated, and that proposed by Sir W.R. Adkins, Liberal M.P. for Middlesex, was adopted by 246 votes to 288.

[At the time of going to press the terms of the adopted motion were not known.]

TELEGRAMS.

ASCOT GOLD CUP.

PRINCE PALATINE WINS.

Reuter's
[Service to the "Telegraph."]
London, Received June 20.

The race for the Ascot Gold Cup resulted as follows:—
Prince Palatine..... 1.
Stedfast..... 2.
Alpenrose..... 3.

Eight ran; won by a length and a half, four lengths separating second and third.

The betting was:—7 to 4 on Prince Palatine; 100 to 8 against Stedfast; 10 to 1 against Alpenrose.

Another Outrage.

Tracery (Whalleyup) was leading six furlongs from home, when a man leaped out waving a flag in one hand and a revolver in the other.

Tracery fell, and the men was killed.

TELEGRAMS.

A FATAL FIGHT.

London, Received June 19.
A fight between members of rival Seamen's Unions at Glasgow resulted in a man being fatally shot with a revolver.

A Union official has been arrested.

TELEGRAMS.

CHURCH BURNED DOWN.

London, Received June 19.
Rowley Parish Church, near Dudley, has been burned down. It is believed to be a case of incendiarism.

TELEGRAMS.

TAXI-CAB IN THE SEINE.

Several well-known actors of the Grand Guignol and other theatres were engaged with photographers in preparing on the Place de la Concorde a scene to be reproduced by cinematograph. They afterwards desired to obtain a film of another scene on the banks of the Seine, and took two taxicabs in order to reach the Solferino Bridge with their apparatus. Forewarned or other the driver, instead of proceeding along the road, preferred to descend the causeway leading to the steamboat landing stage. One of the taxicabs was turning on the causeway when its progress was arrested by the wall of the quay. The actor who was in the cab left it while the driver backed in his attempt to turn. The Seine being flood the driver was probably unable to see the slope of the causeway under water so that his cab ran back into the river. After several hours the taxi-cab was recovered, but the body of the driver could not be found.

TELEGRAMS.

BRITISH AUTHORITY IN THE PACIFIC.

According to reports from Fiji the Governor of the islands told the Executive Council recently that he had recommended the separation of the office of Governor of Fiji from that of the High Commissioner of the Western Pacific, but the Colonial Office disapproved. The Sydney "Herald," commenting on this, says:—
The Commonwealth should not relinquish the idea of a separation of the Commissioner's office from the Governorship, since it is fitting that the natural centre of British authority in the Pacific should be in Australia. It is rather astonishing that the home authorities cannot see the matter in this light.

TELEGRAMS.

DOVER BY-ELECTION.

LIBERALS WON'T FIGHT.

Reuter's
[Service to the "Telegraph."]
London, Received June 19.

The Liberals have decided not to oppose Lord Duncannon at the coming election at Dover, necessitated by the death of the Right Hon. G. Wyndham.

Lord Duncannon is a son of the Earl of Bassborough. He was called to the Bar in 1903, contested Carmarthen Boroughs in 1906 and was Conservative M.P. for Cheltenham in 1910.

TELEGRAMS.

FAR EASTERN SILKS.

FRENCH CUSTOMS CONCESSION.

London, Received June 19.
Reuter's Paris correspondent says the Customs Committee of the Chamber of Deputies has agreed to a Bill extending the concession temporarily of the free import into France, of certain commodities, to pure silk goods from the Far East intended for embroidery.

TELEGRAMS.

EARTHQUAKE IN BULGARIA.

GREAT DAMAGE.

London, Received June 19.
A severe earthquake has occurred in Bulgaria. At Tirnovo, where the earthquake was especially felt, hospitals, barracks, churches, and schools were wrecked, 21 persons being killed and 127 injured. From the ruins Twenty-seven bodies have been recovered at Tirnovo.

TELEGRAMS.

PARIS OPERA 'PHONED TO LONDON.

In consequence of the operation of the French and British telephone authorities it was possible last month to sit in the saloon of the Eleo-phon Company in Garrard Street and listen to the singing at the Paris Opera, while similarly in Paris people were hearing the performance at Covent Garden.

It is true that owing to the difficulty of retaining possession of the trunk lines only brief snatches of "Faust" were to be heard, and for the most part the instruments repeated strains from London theatres and music-halls. But sufficient was heard to prove the practicability of transmitting music from Paris to London, and though the sounds were less in volume than those which come from places a few hundreds of yards distant, they were not less distinct.

This achievement has been rendered possible by means of technical improvements which have been introduced in the construction of the lines, in particular the adoption of "loading."

London Rubber Special.

From the "Straits Times" Correspondent.

London, June 13.—The Mining Lane Brokers' Association is circulating the plantation companies suggesting combined action to improve their methods and the status of and demand for plantation rubber. It is suggested that a subscription of ten shillings for each thousand pounds capital shall be paid.

TELEGRAMS.

BALKAN AFFAIRS.

SERVIA AND BULGARIA.

Reuter's
[Service to the "Telegraph."]
London, Received June 19.

Reuter's correspondent at Sofia says Bulgaria's reply to the Serbian demand for a revision of the Treaty of Alliance was to be presented on Thursday. It is understood that the reply insists upon adherence to the terms of the Treaty, alleging that Serbia's demand for a modification inspired by a long cherished desire to extend Serbian territory at the expense of Bulgaria.

TELEGRAMS.

MANILA RAILWAY.

It is interesting to consider the position of the Manila Railway. Since the beginning of the year there has been a considerable advance in the price of the Preference stock, not merely because there was some hope in the market that the dividend on the issue might be advanced from 1 to 2 per cent. in July. Later the stock has been active, for the market has revised its original estimate and does not now look for an advance. And the market probably is right, for it is the declared policy of the directors not to strain for dividends while the company is engaged in constructing its important extensions, which will not all be finished probably till the end of 1917.

The outlook, however, is very bright, and those who can afford to buy Manila securities and look them away about in time may reap a rich reward.

The Manila Railroad, whose securities are held by the English company, now has a about 480 miles of line in operation, of which there are 217 miles of what is known as the "old line," 87 miles of "Northern Lines" and 175 miles of "Southern Lines." The old line has a traffic increasing since the beginning of the year of 219,500, the Northern of nearly 22,500 from an extra mileage of 115 miles and the Southern lines of over 29,500, though in this case the extra mileage since this time last year is 43 miles. It is on the Southern lines that the extensions are chiefly being constructed, and there will be some important developments here during the next four years, for not only will 350 miles of line be built, opening up rich and as yet quite undeveloped country, but the management have an interesting project in their minds of opening a new port on the east coast of Luzon, which will make the journey to and from America days shorter.

Moreover, the new port will not suffer from the ravages of the south-west monsoon which often causes serious devastation on the western coast of the island.

The railroad has a very varied traffic already in rice—the staple crop—sugar, coffee, hemp and copra, and this traffic is capable of enormous development. Moreover, the passenger revenue is very important and is steadily increasing. But we repeat again that the market must not look for too much in the way of dividend during the extension period. As long look-ups, however, Manila securities are certainly attractive.

Clearly, the modern Japanese are a mixed race. They have a decided Ainu strain, but are not anxious to admit the fact, as these hairy men of the north have always been looked down upon as "barbarians." Ainu apart, the choice of ancestors would seem to lie between Mongolians and Malays. From the point of view of the Calibanian controversy, this does not seem to improve matters very much.

But perhaps the official Japanese mind has drawn something from the midst of antiquity which has escaped the ordinary investigator. It is to be hoped that the opportunity of bringing a test case before the Supreme Court will soon arise, so that the vexed question of the origin of the Japanese people may be settled once for all.

Opium International Conference.

It is announced from Washington that as a result of correspondence between the United States and Dutch Governments, July 1 has been agreed upon as the date for the holding of the International Opium Conference at The Hague, and the Powers will shortly be notified to that effect.

TELEGRAMS.

THE DERBY DECISION.

NO FURTHER ACTION.

Reuter's
[Service to the "Telegraph."]
London, Received June 19.

It is authoritatively announced that Mr. Bower Jemay has decided, on further consideration, to take no further action with reference to his proposal to seek an injunction in connection with the disqualification of O'Grady.

TELEGRAMS.

ORIGIN OF THE JAPANESE.

The anti-Japanese legislation of the Californians, now causing anxiety to President Wilson and Mr. Secretary Bryan, raises an interesting point. The Bill proposes to exclude Japanese from the privilege of owning land in California on the ground of their being Mongolians. The Japanese, on their part, contend that they are not Mongolians, and desire to bring a case before the Supreme Court with a view to proving the same, says a Home paper.

The question arises—If the Japanese are not Mongolians, what are they? And where did they come from? Most of us have been accustomed to regard Chinese and Japanese as the two chief branches of the Yellow or Mongolian race; but it seems we are wrong.

It is a generally accepted truth that the inhabitants of islands situated near a continent are derived from the inhabitants of that continent—as was the case with the people of the British Isles. The case of Japan seems similar, and even simpler. The primitive forms of life in England may conceivably have come from Africa, if not from Europe; but with Japan no such alternative offers. Unless we admit the theory of spontaneous generation, or the amazing Izanagi-Izanami myth so dear to the heart of the Japanese Shintoist, there is no escape from the proposition that the Japanese people have come from some part of the Asiatic continent.

In the extreme north of the empire, traces still exist of pits and caves, which have been used as dwellings by a primitive race of men. These koropok-guru, or pit-dwellers, are the aboriginal inhabitants of Yezo. They came from the north—probably from Kamchatka, by way of the Kuriles. After them came the Ainu—also from the north—who drove out the pit-dwellers and, crossing the straits, spread themselves over the greater part of the main island. The next invasion was from the south. The new arrivals were Malays, who came by way of the Sulu Islands and Kyushu. This was followed by two distinct invasions of Mongols, one from Korea, the other from southern Siberia. These came to terms, and assimilated with their Malayan predecessors, but waged a war of extermination upon the Ainu, whom they gradually drove northwards into Yezo.

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NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Prince Palatine won the Ascot Gold Cup.

Mr. Cave's motion on the Marconi debate was defeated.

The Liberals are not opposing Lord Duncannon at Dover.

During a fight between rival Seamen's Unions at Glasgow one man was fatally shot.

Bulgaria has been visited by a severe earthquake, which has caused much loss of life.

Rowley Parish Church, near Dudley, has been burned down; incendiarism is suspected.

The Marconi debate is being resumed to-day, when Mr. Asquith and Mr. Balfour will speak.

Mr. Bower Jemay is to take no further action regarding the disqualification of O'Grady in the Derby.

It is understood that Bulgaria insists on adherence by Serbia to the terms of the recently concluded Alliance.

Apart from the result of the Marconi debate, all papers agree that the episode will be a warning to other politicians for years to come.

During the Marconi debate, both Sir Rufus Isaacs and Mr. Lloyd George regretted their mistakes, but denied intention to conceal the facts.

During the Ascot Gold Cup race a man rushed out with a revolver in one hand and a flag in another; he brought down the leading horse and was killed.

LOCAL.

Volunteer orders issued yesterday, are given in this issue.

Lawn Bowls and billiards results are given elsewhere in this issue.

An article entitled "Our Rotten Dollar" is contributed to our columns to-day.

Details of the various promotions and transfers in the subordinate staff of the Civil Service are given to-day.

It was stated in the Police Court this morning that cases of petty pilfering from the Naval Depot, Kowloon, are numerous.

Mrs. Outerbridge, widow of the late Captain Outerbridge, returned to Hongkong to-day. The deceased Captain was buried at Hilo.

Leaving for Home.

The Hon. Harry D. Griffiths, general manager of Trench & Co., Ltd., leaves for home on the 21st instant.

Approved.

It is announced from St. Petersburg that the Budget Committee of the Duma has approved measures involving considerable reorganisation of the Russian Consular Service including the revision of the salaries of the staff of the Consulate-General at Shanghai and Harbin, and the abolition of the Vice-Consulate at Chemulpo.

DON'T FORGET.

TO-DAY.

Bysack's Circus, Causeway Bay, 9.15 p.m.
Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.
Bysack's Circus, 9.15 p.m.
Bijou Theatre, 9.15 p.m.
V. R. O. Aquatic Fete.

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Manager.
Hongkong, 1st Aug., 1912. [55]

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Uniformed hotel porter meets all
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ranged for without any trouble to
guests.
Hongkong, 1st Feb., 1912. [13]

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.
Developing, Printing & Enlarging
October 1st May, 1911.

Notices

WE BEG TO ANNOUNCE



that we can now manufacture on our premises
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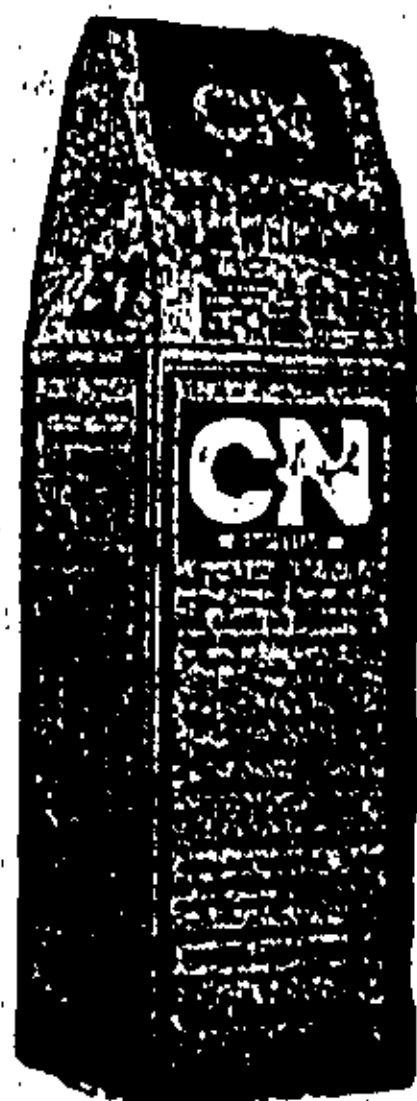
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party should leave without a keg or two of SAN MIGUEL
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Chinese Politics.

The Audit Department is de-
clared to be a farce, since it was
established by Presidential Man-
date, and not "according to the
law provided in the Provisional
Constitution"—as though a legal
formality in the appointment of
officials would make a vast differ-
ence in their personal honesty.
We may grant that all these are
questions which may well engage
the attention of a political party,
but it is astonishing that so much
ignorance regarding these ques-
tions should be revealed in a Mani-
festo issued by "the Parliamentary
members of the Kuomintang."
They might at least be expected
to know that the Franco-Belgian
Loan for the Hailan Railway has
not been spent by the Govern-
ment; they might be expected to
know also that the Government
never received the full amount of
the Crisp Loan—less than one-
half in fact; and they might
be expected to know also that
the advances made to the
Government by the International
Group of Bankers will have to be
duly accounted for and shown to
have been expended on the pur-
poses specified in the agreement.
If the Manifesto of the Kuomintang
serves any useful purpose
at all so far as it relates to the
Quintuple Loan, it is that it em-
phasises that the opposition
the Party has hitherto offered to
the foreign supervision of the
expenditure of foreign loans was
thoroughly dishonest.

China Mail.

Natural and Artificial Flying.

In the opinion of biologists,
birds, bats, fishes and insect all
learn to fly independently; inheri-
tance from a common stock played
no part in their development. There
are no large flying animals now,
and the great majority in exist-
ence are extremely small. These
facts would lead us to expect
difficulty in making a very large
aeroplane, and theoretical con-
siderations confirm this view.
The ostrich, the largest existing
bird, standing 8 ft. high,
has no power of flight;
nor had the moa of New Zea-
land (now extinct), standing 12
ft. high. It is probable, however,
that both had flying ancestors.
The only vertebrate animals
which developed flight during
fossil times were Pterodactyls.
The largest of these had a body a
little larger than a swan, and a
span of wings of over 22 ft. This
is less than the smallest aeroplane,
but large compared to an albat-
ross, the span of whose wings is
over 11 ft., probably exceeding
that of any other bird. The whole
family of Pterodactyls have long
ago become extinct.

South China Morning Post.

Declining Birth-Rate.

Declining birth-rate has been
the subject of articles in news-
papers and many a discussion.
We are familiar with the decline
—as proved by statistics—in
England and France, but few of
us were prepared to hear that our
neighbours across the English
Channel had so forgotten their
duties to their country and the
nation as to permit the announce-
ment to be made that the figures
of 1911-12 are the lowest for
the past 115 years. In
this strenuous age, when
war's alarms are persistent-
ly sounded, and the demand is
loud for greater battalions, the
decreasing birth rate in France
must create despair in the hearts
of patriots who would see the
race virile and strong. The ten-
dency of this age is towards race
suicide. Mr. Roosevelt, when he
was President of the United
States, extolled the responsibil-
ities of mothers, and the same
gospel has been preached in Eng-
land. The appeal falls on deaf
ears. Maternity is not "fashion-
able" nowadays.

For a good Solid meal, a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE.

GENERAL NEWS.

Scott Expedition Story.

Commander Evans told the tragic story of the Scott Antarctic expedition on 21st ult. to the members of the Royal Geographical Society and a big audience at the Albert Hall. Behind him as he did so sat eleven other members of the expedition. Earl Curzon presided, and paid a warm tribute to both the dead and living heroes of the expedition. —Dated, July 15, 1910, just before his departure on the ill-fated expedition, the will of Captain Scott has been proved for probate at £3,231. Certain securities have been left upon trust to his mother, with remainder to his wife. The rest of his property goes to Lady Scott.

Dr. Sun to Visit England. Mr. James Cantlie, the well-known Harley Street surgeon, has received a letter from Dr. Sun Yat sen, who intimates his intention of coming to England in the near future, certainly in the course of the present year.

Leprosy.

At the last meeting of the Paris Geographical Society a letter was read from the Marquis de Barthélemy, written from Cam-Rach, in which he gives details of the sad position which leprosy at present occupy in the Far East. These unfortunate, he said, for whom popular superstition had hitherto obtained respect, are to-day considered by the Chinese a public danger that must be suppressed, and in certain districts these are being massacred. He added that the old beliefs having disappeared from the minds of the people, it is urgent to remedy this state of things if the barbarous scenes that have already taken place are not to be renewed in all the provinces of the Far East. Either leprosy villages must be established, or a greater development must be given to the leprosy asylums organised by the missionaries.

Singapore Mortality Returns.

The mortality returns for Singapore issued by the Registrar of Births and Deaths show that, during the week ending June 7, there were 246 deaths (188 males, 58 females) giving a ratio per mille of population of 39.85. Malarial fever accounted for 45 deaths, phthisis 23, convulsions, 32, beri-beri 23, bronchitis 13, dysentery 17, pneumonia 20, small-pox 1 (imported). Twenty-five children under three months of age died. The nationalities were represented as follows—Eurasians 3, Chinese 187, Malays 40, Indians 13.

France and China.

Present Pioneers on 21st ult. received Hou-wei-leh, who has been placed in charge of the Chinese Legation at Paris, pending the official recognition of the Chinese Republic by France.

Rubber Plantations Damaged.

Owing to the recent heavy rains, planters in the F.M.S. report that a considerable amount of damage has been done to the young plantations. In the Krian district especially, many trees have been washed out or their roots so weakened as to render them victims of the first Sumatra that comes along.

Australian Horses for India.

The trade in horses between Calcutta and Australian ports is not quite as satisfactory as it might be, and Bombay seems to be the favourite mart, remarks the Calcutta "Englishman." Considering that the Viceroy's Cup is run for in Calcutta, one would expect that our local port would be preferred. Of course, it must be remembered that the Governor's Cup in Ceylon—the most coveted trophy in the island—draws largely from the Bombay horse market for convenience of shipping, but there is the extra freight to pay—a not inconsiderable item in the aggregate landing cost. Then, there is the question of acclimatisation. Many importers suggest that the climate of Bombay is more equable than any other port in India, but why not land the animals in Colombo where the advantages of sea air are even greater than those in Australia? From there the horses can be easily drafted either to Bombay, Madras or Calcutta, as the occasion or the season demands. This is a matter that is engaging the attention of sportsmen throughout the country.

LASSITUDE AND HOW TO OVERCOME IT.

During the enervating "muggy" weather, which so constantly marks the second quarter of the year, lassitude is the lot of a large number of people. The physical sensation is accompanied by a mental indisposition to work, and a lack of tone of the whole system.

Who is there, then, who will not gladly adopt a regime which completely overcomes this mental and physical apathy, and restores the vim and snap of life?

Yet, to quote Hamlet's familiar words, "It is as easy as lying," when once it is remembered that a really revivifying and restorative tonic food, rich in vital phosphorus, will do this.

Unique among such foods is Sanatogen, which, as that distinguished medical author, Dr. C. W. Stiebel, writes, "Is a specially adapted food that has solved the problem of giving phosphorus in such a way that the nervous system can take hold of it."

It acts like a charm in removing lassitude and in replacing it with a sensation of buoyancy and reinvigoration. Testimony to this effect is forthcoming in the statements of distinguished men. Mr. H. S. Staveley Hill M.P., writes from House of Commons in London, where men are peculiarly prone to lassitude: "I find Sanatogen, a most excellent tonic and restorative after the hard work of the session. It appears to me to contain all the qualities necessary for a tonic which secures the object in view, namely, the removal of lassitude, and it gives increased vitality."

Sanatogen, which can be obtained at all Chemists, should be used by everyone whenever he feels the least disposition to lassitude, weariness, or fatigue.

Trieste-Canada Rate War.

A telegram from Vienna to the "Frankfurter Zeitung" states that an agreement in principle in regard to the Trieste-Canada difficulty has been reached between the Canadian Pacific Railway and the North Atlantic Passenger Pool, but that its coming into operation is delayed owing to differences of opinion inside the ranks of the Pool. These differences, it is stated, arise partly from the attitude of the Allen Line. The agreement between the Canadian Pacific and the Pool was reached on the basis of the Trieste-Canada service being worked as a Pool line, the Austro-American taking charge of the Trieste end and the Canadian Pacific dealing with the Canadian section. The ships of the two companies are to be used alternately. The two companies are to be reimbursed for their expenditure, the profits and loss being distributed over the whole of the Pool in such a manner that the Austro-American is involved only to the extent of 2½ per cent.

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THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

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will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

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FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. No. 21, SHELLY STREET, No. 2 Mountain View, Peak, from 1st July.

To let or for sale, 'GLEN-SHIEL,' Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

'CRAIG RYRIE,' No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns. To let, furnished 'KIRKEN-DOA' No. 113 The Peak, till 30th September. Immediate possession.

To let, No. 111, Peak, 'ARDSHEAL' furnished or unfurnished with immediate possession; 5 roomed Bungalow just repaired and painted throughout. FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

FOR SALE.—'LADBROKE,' No. 9 Conduit Road. Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building Hongkong, 25th Feb, 1913 [211]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. [495]

TO LET.—Furnished or Unfurnished, 3 rooms with use of Kitchen; highest level; good view.—"Reasonable," "Hongkong Telegraph."

TO LET.—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTED & DAVIS, Hong'kong, 9th June, 1913. [345]

Officers of the Somersets. Captain C. C. Maud, D.S.O., 1st Battalion Somerset Light Infantry, has been posted for a tour of service to the Depot, Taunton. Towards the close of the present year the command of the 1st Battalion of the Somersets at Bordon will fall vacant under the four years' rule by the retirement of Lieutenant-Colonel H. C. Frith. The step should go to Major E. H. Swayne, second in command of the same battalion.

TO LET.

A HACIENDA EAST. 74, Mount F. lot Road. GODOWN in Ice House Road, at present in occupation of Messrs. E. D. Sasson & Co.

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FOR SALE.

FOR SALE.—No. 199 Wanchia Road, on Inland Lots No. 742 & 743.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong 2nd June 1913. [284]

FOR SALE.—Auxetophone, by the Gramophone Company, Limited, complete with 100 records, of which 70 are practically new. This gramophone works by an electric motor. It was bought in May, 1911, and is in good condition. Originally cost £100.—Apply to Adjutant 126th Baluchistan Infantry, Kowloon.

First Aid for a Corpse. A competition of the St. John Ambulance Brigade was held at East Greenwich recently. Four employees of the South Metropolitan Gas Company were competing for the "Good Samaritan" trophy, and, as is customary, each man had a "patient" upon whom he demonstrated his first-aid skill. In the course of the various tests one of the competitors went to his "patient" and was horrified to find that the man was dead.

WM. POWELL,

LTD.

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The Debt Account By Oliver Onions.

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Phyllida Flouts me M. H. Pendered.

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O.T.

O.T. is a true digestive, and really does what liqueurs are supposed to do, namely, Aid Digestion. It is the only liqueur in the world without alcohol, and thus is most suitable for ladies and those

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A Stimulant as Satisfactory as Alcohol
A Liqueur—Stomachic—Pick-me-up.

Made from natural fruits and herbs O.T. is a pure and healthful beverage, and only favourable effects follow its use. After over-indulgence there's no better "pick-me-up." As a tonic when you feel "out-of-sorts," there's nothing better to make you fit and well again.

O.T. is a true digestive, and therefore good as a

mealtime drink, as an after-dinner liqueur, and as a remedy for indigestion, flatulence and "full feeling" after meals.

As a stomachic, it has wonderful virtues for colic, dysentery, and other stomach troubles. No drink is more suitable than O.T. for both abstainers and non-abstainers; none is more healthful for young and old.



The More you Drink O.T. the Better you like it!

O.T. wins favour with all who try it. Its distinctive character, its refreshing and exhilarating qualities, its satisfying body and "bite" appeal to you—its taste grows on you, and you soon realise that each glass adds to your liking and appreciation.

O.T. Mixes Deliciously with

Lemonade, Soda, Mineral Waters, etc. Whisky, Gin, Brandy, Wines—

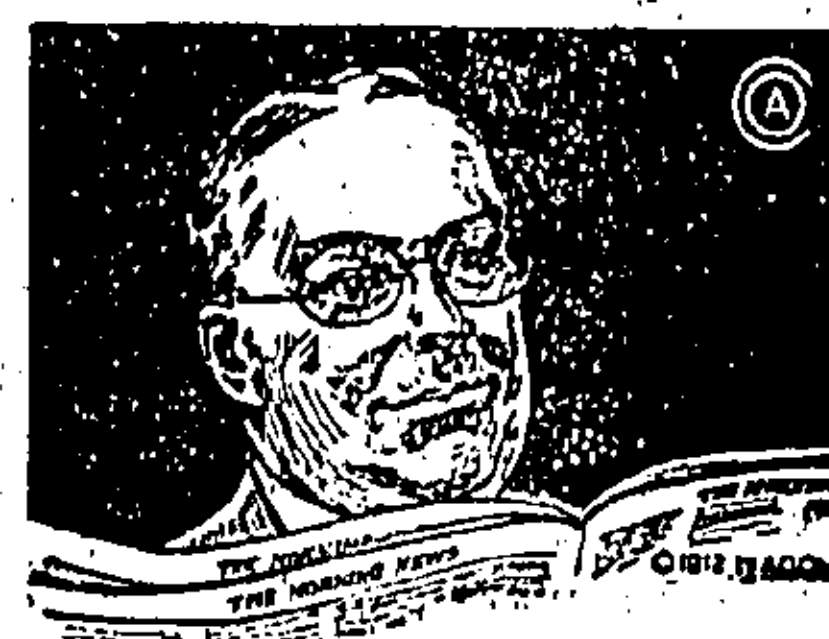
Gives full body, fine flavour, stimulates, refreshing, lessens filling and flatulent effects of spirituous drinks. Improves flavour, intensifies the good qualities, and lessens alcoholic effects.

Ale, Beer, Stout—gives fine nip, takes off heaviness and filling effect. Water (Hot or Cold)—gives a "bite" and a delicious flavour that completely satisfies.

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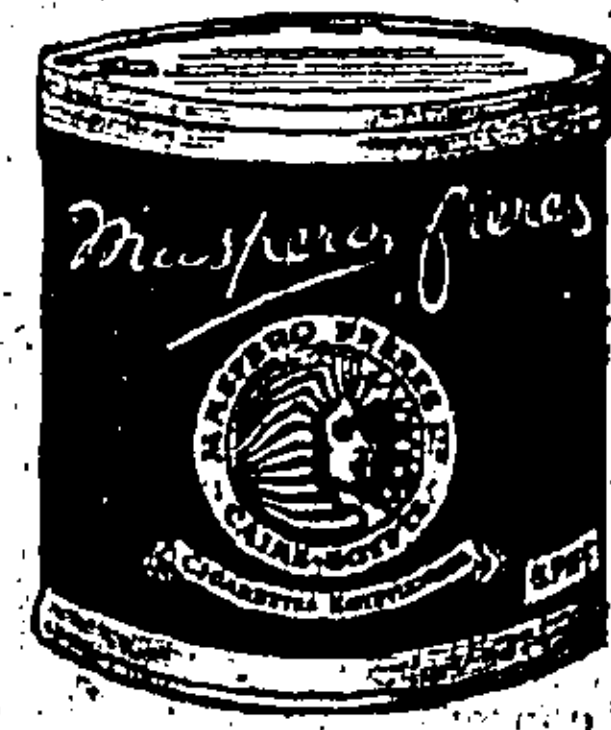
Try that combination if you wish to look and feel years younger. Call and see us about glasses while the matter is on your mind.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 20, 1913.

THE MARCONI AFFAIR.

Mr. Asquith does not propose to put down a Government motion regarding the Marconi report. Few people could have expected that he would. The report is far from clearing certain Ministers, but it gives them the benefit of the doubt and a touch of whitewash for which they are no doubt duly grateful; and the Government seems content with that. Mr. George Cave's resolution, of course,—"That this House regrets the transactions of certain ministers in American Marconi shares and the want of frankness displayed by ministers in their communications on the subject to the House"—should have forced the Government to stand on its defence, but it has not proved successful after the explanations of Sir Rufus Isaacs and Mr. Lloyd George. No explanations, however plausible, should now be sufficient to end a matter so grave. They have come too late; they should have been made before, frankly and fully, in order that no stain should be left upon the purity of British political life. The motion has been defeated, so that the House of Commons has no regrets regarding the business.

Sir Rufus Isaacs and Mr. Lloyd George have deliberately avoided explanations until these have been forced from them by the course of events. For men who acted without any intent to do wrong, they have been singularly slow to try and prove their innocence. But will it be sufficient for the British public that, in a way peculiar to men of the genius of the Chancellor of the Exchequer, they have managed to wriggle some how out of an awkward corner? We have no doubt that they will, for the time being, escape the penalty of retirement which should attach to Ministers who utilise information, secured because they are Ministers, in order to gamble on what is nearly a certainty; but will the public forget? We shall be singularly surprised if it does.

Explanations are not sufficient. The affair has gone far beyond the stage when a bundle of sophistries wrapped round with more or less sincere apologies can serve to placate an outraged public. Either the Ministers concerned should be able to justify their action or they should resign. Mr. Lloyd George especially has, more than once, remarked, with smug assurance, the need for purity in Chancellors of the Exchequer; and he need not be surprised if he is asked whether a Chancellor should continue to hold office who makes £1000 in a few days through information gained because of the post he holds in the Government and as the result of a gamble. The Opposition has been singularly patient in this matter. Papers from Home discuss it quietly and without using wild words. Consider what would have happened had Conservative Ministers been found guilty of such an offence. The land would have been clamorous from end to end. No shrieks would have been too loud, no epithets too meanly insulting in the circumstances. Liberal purity—which we know of only because it is much insisted on—would have been outraged. The attitude of the Opposition has been the one redeeming feature of the whole miserable business; but Unionists should really take for the retirement of the offending Ministers if they have not, of themselves, grace enough to retire.

Lord Methuen on Smoking.

We wonder why it is that, when the army man "goes religion," he generally gets it rather badly. Of course a serious-minded commanding officer has it in his power to do an enormous amount of good where influence and example are concerned; and undoubtedly men of the Havelock or Gordon stamp did much towards dispelling the old silly illusion that the man who believes in religion, and is not afraid to say so, must needs be a nambypamby. But so often—as one may see from the rabid speeches made at Exeter Hall by half-pay colonels, etc.—the "serious" officer is apt to carry matters a little too far. Lord Methuen, the other day, for example, told the Army Temperance Association that "some day there will be a crusade against smoking, as now there is against drinking." We have no excessive admiration for the drunken soldier, but we see no reason why Tommy should be deprived entirely of his beer, and still less should we be willing to see his tobacco attacked. The few non-smokers that we have encountered would, in most cases, find their dispositions considerably sweetened by an occasional pipe or cigar.

Literature in Hongkong.

It is a wise regulation that the Registrar General's department should hold and exercise a right of censorship over cinematograph films that are exhibited within the Colony; and we sometimes think that the extension of that right to the books that are circulated here might be a bad thing. Yesterday, on one of the ferries, a Eurasian boy was seen to be deeply engrossed in a volume dealing with the "white slave" question. We know well enough that people of Asiatic blood develop, physically and mentally, at a far more rapid rate than is the case with Europeans; but we cannot believe that books of this kind are wholesome reading for school-boys. We have seen both books and pictures displayed in Hongkong show-windows that are calculated to work far more evil where the mind of the native or the child is concerned (and we are not given to speaking puritanically) than cinematograph films that have actually been banned here. And by the way, why was Dante's "Inferno" forbidden here after one night's showing?

Robert Murray McChesney.

How many Scotsmen in Hongkong remember that, only a week or two ago, the centenary of Robert Murray McChesney fell due? We are reminded of the fact by a note in a Home paper remarking that Scotland was preparing for the celebration of the event. Scotsmen should not readily forget the event, for it is safe to say that, up till about five and twenty years ago, there was hardly a bookshelf in Scotland where McChesney's "Memoirs and Remains" did not find a place, to the exclusion of Burns's Poems. Whatever one may think of the "Saintly McChesney" to-day, there is no doubting the great influence this young man (he died at thirty) exercised on the religious life of Scotland. His memoir was written by the Rev. Andrew Bonar, after whom, by way, Mr. Bonar Law is named.

Lacking in Humour.

McChesney's piety was undoubtedly, but it inclined to morbidity, and he was utterly lacking in humour. On one occasion he formed one of a party which conducted a mission of enquiry in Palestine, and one of the party fell off his camel in the desert. McChesney gravely observes, in relating the incident, that not one of them could conjecture what was lying on the mission this unfortunate occurrence. The fact was that the gentleman who came by the mishap had fallen asleep, and if any one of the company had been possessed of even a touch of humour, he would have conjectured that the lesson of the mishap was that the back of a moving camel was not a good place on which to go to sleep. Humour, however, was not a quality which most Scots clergymen cultivated, even when they did possess it; fifty to a hundred years ago. And the few who professed to have humour were ponderous and not altogether pleasant persons to meet when the humorous fit was upon them.

DAY BY DAY.

"As the mind must govern the hands, so in every society the man of intelligence must direct the man of labour." Johnson.

The Mails.

Siberian Mail.—Arrived per s.s. Arcadia this morning.

French Mail of May 20.—Delivered in London on June 19.

Australian Mail.—Closes per s.s. St. Albans at 9 a.m. to-morrow.

American Mail.—Closes per s.s. Tenyo Maru at 11 a.m. to-morrow.

American, Canadian and Siberian Mails.—Close per s.s. Mont-eagle at 11 a.m. to-morrow.

English Mail.—Closes per s.s. Arcadia at 11 a.m. to-morrow.

Siberian Mail.—Closes per s.s. Linan at 5 p.m. to-morrow.

Too Many Passengers.

At the Marine Court, this morning, a man was fined \$20 for having ten passengers in his boat over the licensed number.

In Prohibited Waters.

Four boat people were fined \$10 each at the Marine Court, this morning, for anchoring their boats in prohibited waters.

Plague Cases.

Two cases of plague were notified during the twenty-four hours ended at noon to-day. This brings the total to 154 for the year.

Anglo-American Players.

The Anglo-American Players are now staying at the Astor House Hotel, and leave by the s.s. Montague, to-morrow, for America.

Harbour Robbery.

Captain Jenkins, master of the s.s. Tai Wan, has had stolen from his cabin, one rifle and two revolvers, during the night of the 18th inst. whilst his vessel lying in the Harbour.

Leaving for Home.

Mrs. Basil Taylor and Mrs. Osgood (her mother) sail to-morrow by the "Montague" for home.

Mrs. Sutherland, wife of Mr. Sutherland, of Messrs. Jardine Matheson and Co., also sails by the "Montague."

Boy Scalded.

A boy aged 11 at West Point was badly scalded by pulling a pot of boiling water on himself in the course of a fall. He was taken to the hospital but, when his injuries were attended to, he refused to stay.

Magician's Tour.

Malini, the world's celebrated magician, will arrive in Hongkong by the s.s. Persia, on June 23. Malini is making a tour of the world, and if time warrants will give a public exhibition before leaving Hongkong. He plans to visit Shanghai and other cities in China before departing to Australia.

Gave Trouble.

A cargo boatman charged at the Marine Court, this morning, with anchoring his boat in the Southern Fairway, in a manner which would cause obstruction, and was said to have given considerable trouble to the police and would not tell the name of the boat owner. He had to be taken to the station. A fine of \$20 was imposed.

THE HIPPODROME.

The new programme at the Hippodrome at Causeway Bay attracted a good house last night, and, judging by the prolonged applause, was duly appreciated. Miss Morie did a particularly graceful equestrian turn. Signor Sella's performance on the rings and trapeze were more wonderful than ever, while the double vaulting act of the Sisters Miriani, and the Spanish dance given by some of the other ladies of the company, were very striking. Another new and interesting feature was a very clever tumbling turn given by the whole company, all dressed tastefully as pierrots or pierrettes.

To-night a special benefit performance in favour of Colonel Bob Love takes place. A special programme will be followed, and will include items by artists not connected with the Circus; notably Miss Norah Moore, from the Victoria Theatre, who will give some of her charming songs accompanied by Mr. P. Madariga. The gallant colonel hinted last night to the audience that he too might sing.

OUR ROTTEN DOLLAR!

[Continued.]

Who are responsible for our deplorable currency? The Financiers, without a doubt. Who are the Financiers? I cannot tell you, knowing none; but we may be sure that they have their private chairs and rickshaws, with season tickets everywhere and write cheques for everything. They never deign to handle filthy lucre. They make money in the abstract, pots of it. It seems to come from nowhere and to do no harm to any man—a mere financial juggle with bank-notes caught in the air. Incredible, isn't it? It is incredible, dear reader, and who can be the sufferers but you and I. (If you are a Financier, I apologise and ask you not to read further.) Must we suffer financiers gladly? We have always done so. We buy and barter daily with the by-products of their machinations and have done so ever since. Banks were first invented. Our coinage is in their hands. They fling it at our heads. They are so busy abstracting money, living by their wits, that they cannot ever find the time to sign those great conveniences of our lives, the dollar bills. This scrap of dirty paper representing a silver dollar is considered 'expensive' because the great man's time is money and he can't afford to sign it; he is fully occupied devising schemes to do us down, you and I, gentle reader. So we rely on the Portuguese for this great boon, and are content with the true-blue dollar bills of the Banco Nacional Ultramarino, and can never get enough of them, the demand exceeding the supply. And now they would drive these from the colony because they represent the good name of a foreign bank guaranteeing us a silver dollar. They probably never will be called on to pay. When will they condescend to issue us these dollar bills we crave for? As explained, it is too 'expensive,' and when they get the monopoly of our currency they will have none of them. What do we want dollar bills for anyway? Are we afraid the silver dollars will wear out our trouser pockets? What can we desire better than this ponderous and handsome coin, the vaunted Hongkong dollar we are so proud of? Reader, I will tell you for this one I hold in my hand, a nice bright one bearing last year's date. 'Head's or 'Tails?' What's 'head' to the coin? Nor there is. We can tell where the 'head' ought to be though, because where the date is must be the 'tail' side. On the front, instead of His Majesty's image and superscription, is a design borrowed from a table-centre, a device to save the expense of paying an artist. A truly hideous table-centre. On the reverse (which we know by the date) is a picture of a frigate entering New York harbour. Only the statue of Liberty has borrowed Britannia's shield, because she is ashamed to be recognized on such a rotten coin. Reader, I won't bore you. I give you the coin (figuratively, of course). No British colony could be proud of it, and His Majesty is to be congratulated that He is not portrayed upon it.

So much for abuse. What should we strive for? Those who have lived in India through the days when the rupee was behaving in the same naughty way there as the dollar now does here under market par of exchange, and have seen the Indian coinage come through times of aggravating turmoil to its present comparative calm, would wish for nothing better than that we should follow India's example to scotch the frolicsome dollar. This would be done in some such way as follows: The sovereign could be made legal tender here side by side with the dollar at the rate of ten dollars to the sovereign. But when gold was required for export, it could not be taken out of circulation or demanded as a right in exchange for dollars. There would be free coinage of gold at the mint as in India, but the Hongkong dollar would be kept at a 'seignior' value by placing the mint to the coinage of silver and always keeping its value as a coin below its value as a piece of silver. But to make this 'Gold Exchange Standard' workable, it would also be necessary to have something corresponding to the

Indian "Council Bills" which London merchants purchase for gold to pay this creditors in India in silver. If this latter is not feasible, there is still the possibility that the British sovereign could be taken into actual use representing ten dollars, and the French bimetallic standard introduced. There are signs, in fact, that with her present great demand for gold, India herself may be able to adopt the "limping standard." China is the only important country remaining with a purely silver standard, and if Hongkong is going to be exclusive in her currency, she may just as well go 'the whole hog' and show China what can be done.

"The whole hog?" Yes. Let us grapple with the whole thorny problem and settle it. Instead of a little place like Hongkong playing a dog-in-the-manger part against China for the benefit of the local Banks and to every body else's inconvenience, let us, whilst retaining the decimal system, have a truly British coinage with the King's head on it. Let us fix the dollar at a decent figure to manipulate into sterling and facilitate exchange. Let us take full advantage of modern shapes and the use of nickel for the smaller values. Let us have a nice, slim, pocketable dollar, a token dollar with the profit to the Colony. Above all, let the Legislative Council get out some eminent authority unconnected with local banking interests to advise them. Somebody who does not mind the dollar being fixed and who will not discreetly hinder all plans to fix it with superior smiles and wise shakings of the head. Can there be such a person? He, alas, would also be a financier!

HONGKONG UNIVERSITY.

A London Paper's Remarks.

We are glad to learn, says the "London and China Express," that there has been a hearty response to the appeal made to British firms for gifts of apparatus for the equipment of the engineering laboratories of the University of Hongkong. It will be seen from the communication from Prof. C. A. Smith, which appears elsewhere in this impress, that while the authorities of the University are deeply grateful for what has already been done there is still need for more electrical apparatus and machine tools. We have on several previous occasions brought the claims of the Hongkong University to the attention of our readers but as the matter is one of considerable importance to the future of British trade with China, we may be excused if we once more impress upon engineering firms that by assisting the University by gifts of machinery and plant they will at the same time be serving their own interests. As Mr. W. P. Ker, H.M. Commercial Attaché at Shanghai, wrote in a recent report, it is scarcely necessary to point out the advantages the manufacturer would derive from having his goods, with a conspicuous nameplate, placed in a workshop open to visitors and students from all parts of China, and from having the working demonstrated before students from whose ranks many of the future civil engineers of China will probably be drawn. Further, indirect advantage will probably be derived from the fact that the railways and industries of China will largely be developed by Chinese engineers, and it is natural to suppose that they will apply to a great extent the materials and methods rendered familiar to them by their training. In a word, British traders have everything to gain by assisting to make the Hongkong University the best equipped institution in China.

[The communication above referred to was a letter in which Professor Smith acknowledged the receipt of apparatus from British firms.—Ed.]

Vesuvius in Action.

The renewed activity of Vesuvius became accentuated during May 9 and 10. Another enormous mass of the crater cone by Messrs. Clark's upper station crashed into the abyss on the night of May 2, rising a dense cloud of ash. Subterranean shocks and rumblings are more intense than any since the memorable eruption seven years ago.

PROMOTIONS AND TRANSFERS.

Changes in Civil Service Subordinate Staff.

The subjoined list gives details of the various promotions and transfers in the subordinate staff of the Civil Service. The details show, present grades, present departments, names of officers, grades to which appointed, and departments to which transferred:—

1st, Public Works; A.M. de Souza; Higher; Treasury.
1st, Registrar General's; Lung Ping-fai; Higher; Registrar General's.
1st, Post Office (Money Order); P.J.M. Rodrigues; 1st; Treasury.
2nd, Supreme Court; I.U. Mirza; 1st; Public Works.
2nd, Stamp Office; J.M.P. da Silva; 1st; Supreme Court.
2nd, Post Office; R. Gutierrez; 1st; Post Office.
3rd, Post Office; Cheng Cheuk-hin; 2nd; Police.
3rd, Post Office; A. F. Castilho; 2nd; Post Office.
4th, Treasury; Wong Shui-ki; 2nd Treasury.
3rd, Public Works; Yung Yuk-tong; 2nd; Public Works.
3rd, Mercantile Marine Office; S. Soonderam; 2nd; Mercantile Marine Office.
3rd, Post Office; M. M. Mendes; 2nd; Post Office.
3rd, Post Office; J. M. B. itto; 2nd; Post Office.
3rd, Gaol; Yeung Man yuk; 3rd; Medical Department.
3rd, Supreme Court; Alim Khan; 3rd; Post Office.
3rd, Post Office; Mohamed Akbar; 3rd; Supreme Court.
4th, Police; Ho Ping pui; 3rd; Gaol.
4th, Public Works; Chan Chi-shang; 3rd; Public Works.
4th, Post Office; A. Delgado; 3rd; Post Office.
4th, Treasury; Cheung Pok-tee; 3rd; Treasury.
4th, Post Office; Ho Kan-kwan; 3rd; Post Office.
4th, Observatory; Wan Sui-ngam; 3rd; Observatory.
5th, Sanitary; Wong Wai-san; 4th; Post Office.
5th, Post Office; Ha Tsau; 4th; Post Office.
5th, Police; Mok Yan-po; 4th; Police.
5th, Assessor's Office; Tang Shing-choong; 4th; Public Works.
5th, Medical; Tang Yau-ming; 4th; Medical.
5th, Police; Lung Tun-sheng; 4th; Police.
5th, Post Office; Man Kam-hung; 4th; Post Office.
5th, Supreme Court; Wong Yui-sham; 4th; Supreme Court.

HONGKONG VOLUNTEER ORDERS.

Corps Orders issued by Captain W. Armstrong state that the following members have joined the Corps: Pte. O. Eustly, (Centre Section M. G. Co.), Pte. E. Cruikshanks, (Centre Section M. G. Co.), Pte. A. French, (Centre Section M. G. Co.), Pte. F. Cullen, (Centre Section M. G. Co.), Pte. J. S. Watson, (Centre Section M. G. Co.), Pte. E. R. Dovey, (Civil Service Company), Pte. C. B. Brown, (1st Section M. G. Co.).

The following have resigned: Gunner A. W. Taylor, Corpl. H. W. Mccon, Corpl. W. McCulloch, Pte. D. J. Donne, Pte. A. L. Dawson and Pte. H. R. Makin.

At the annual inspection of the Corps the rifles got somewhat mixed through members taking the wrong numbers. Any member in possession of a rifle, bayonet or equipment is requested to return same to the Armoury at once.

It is proposed to commence a semaphore signalling class on Monday 30th inst. at 5.30 p.m. and following Mondays until further notice. Members wishing to join this class should send in their names to the Staff Officer on or before noon on Saturday, 28th inst.

The Civil Service Company will parade at Headquarters at 5.30 p.m. on Monday 30th inst. and subsequent Mondays, for semaphore signalling and maxim gun instruction. Both Infantry instructors will attend.

The King's Park Rifle Range is closed from the 1st July until further notice.

CRIMINAL SESSIONS.

Charge of Receiving Stolen Jewellery.

This afternoon the Criminal Sessions were continued before Mr. Justice Kemp, Puisne Judge, when Ip Fuk, Lai Chik, Chan Tak, and Au Lik, were charged with receiving jewellery well knowing it to have been stolen.

Prisoners pleaded not guilty. The Crown Solicitor, Mr. P. M. Hodgson, prosecuted, instructed by Mr. Lewis of Messrs. Johnson, Stokes and Master.

The jury was composed as follows:—Messrs R. A. P. Drude, A. Walsley, O. Spring, H. G. J. Schmidt, A. McDougal, S. G. Rodriguez, J. Waldron.

The Crown Solicitor spoke of the offence as a serious one. There occurred a gang robbery by a large number of robbers in the Tung Ou District. A pawnbroker's establishment was broken into and a large quantity of articles were stolen and carried away on March 17. The valuables carried away included much that the pawn-brokers were able to identify and some that they could not.

The first prisoner was found in a house in Queen's Road, stringing pearls stripped off the stolen property on fine wire. The case was proceeding as we went to press.

BASEBALL.

The Harvard and Yale Match.

The annual inter-university baseball match between Harvard and Yale is now in course of progress.

A private telegram received in Hongkong today states that in the first game Yale shut out Harvard 2 to 0. In the second game Harvard scored 4 to Yale's 3. The first game was played at Cambridge and the second at New Haven.

The third and final game is to be played at New York tomorrow, and the position is a most interesting one.

GERMAN FAR EASTERN SQUADRON.

Rumours as to S.M.S. Scharnhorst.

Rumours are again current, says the Berlin correspondent of the "Naval and Military Record," concerning the German cruiser squadron in the Far East, which at present comprises the Scharnhorst, Gneisenau, and three small cruisers, with seven gunboats and two torpedo vessels. Last year the Blucher was expected to join this squadron, in place of the Scharnhorst, but the change has not been made. It is now reported that a battleship of the Wittelsbach or Kaiser Friedrich class is to be sent to Tsingtau, but whether in the capacity of flagship or merely as a depot ship is uncertain. If she goes in the former capacity she will probably replace the Scharnhorst, which may then relieve the Blucher as gunnery school-ship at Sonderburg. In any case, the strength of the squadron would be raised, though its average speed would be reduced.

VICE IN NEW YORK.

A report on the social evil has been published by the Bureau of Social Hygiene. The bureau, which is a permanent organization for investigating conditions of vice, was the outgrowth of the findings of the Rockefeller "white slave" grand jury, and Mr. John Rockefeller, jun., is the chairman. The great growth of vice is attributed to an organized traffic and "to persistent cunning and unprincipled exploitation." The census of the bureau enumerates far more resorts of vice than the police have reported. The total number of all kinds in Manhattan is given as 1,608; while 15,000 professional immoral women are said to be plying their trade there. The report, which it is claimed is the first accurate and disinterested picture of the actual conditions ever presented makes no attempt to fix the responsibility for the conditions, and contains no recommendations for their alleviation, although the bureau, it is understood, expects to suggest a comprehensive plan later.

IMPERIAL ALL-RED ROUTE.

The Latest Highway to Australia.

From London to Winnipeg, a distance of more than 3400 miles, in five days is the object of a fast crown-subsidized rail and steamship system which is planned to operate between the British capital and Sydney, Australia, reducing the running-time between those centres to 21 days. Twenty-six knot steamships of Knapp type, having finer lines and smaller displacement than the "Mauretania," will run from Blackpool, a new harbour on the northwest coast of Ireland, to Cape St. Charles, Labrador, in three days. Thence to Winnipeg mails and passengers will be raced over an air-line railway in another thirty-six hours. From the Manitoba metropolis to the Pacific coast one of three routes is to be determined upon by the promoters of the "Imperial All-Red Route," as the latest highway to the Antipodes is known.

The lowering of the time of passage between London and New York, as well as Toronto, Pittsburgh, Detroit, Chicago and other American and Canadian cities is an important consideration in the working out of the new project, according to Mr. Harry Chapin Plummer, who, in an article in the June issue of the "National Waterways Magazine," published by the National Rivers and Harbours Congress, states that by the Blackpool-Cape St. Charles route and Quebec, one day may be gained over the existing schedule maintained by the Mauretania and Lusitania between Liverpool and New York. He observes:—

"Although conceived as a new medium of transportation between the capital of Britain and far-away New Zealand and Australia, the 'All-Red Route' enters actively into consideration as a highway for distances that, while representing but a fraction of the grand total of mileage, are in themselves of great extent. From London to Winnipeg in five days is as important an object, relatively, as the accomplishment of a twenty-one day schedule between London and Sydney."

"This great highway through England, Scotland and Ireland, across the Atlantic to Labrador, across British North America, over the most northerly parallels of latitude yet followed by trunk line railways, and, diversely, across the Pacific to distant Yokohama, Hongkong and Shanghai and to yet more distant Auckland and Sydney, is planned to serve the purposes of war as well as the pursuits of peace. It will be backed by the might and the combined resources of the United Kingdom, Canada, New Zealand and Australia."

Sir Thomas H. O. Troubridge, of London, and a syndicate of leading financiers of England, have let contracts for the commencement of construction work upon the line of railway which is to connect Blackpool with the northern cross-country route of the Irish Railway system terminating at Larne, on the North Channel, near Belfast, where a ferry connection will be effected with Stranraer, on the Scottish coast, near Dumfries. The All-Red Steamship company, originally planned to operate between Blackpool and Halifax, was incorporated under federal charter by the Canadian Parliament in 1907, and this corporation will operate the steamship service between the Irish port and Cape St. Charles, whence the airline railway is soon to be constructed, under heavy Dominion subsidy, to Winnipeg.

Incumbent social and economic benefits to be derived by each of the territories which will be traversed by the 'All-Red Route' are predicted by the writer, who states:—

"Australia and New Zealand, by the saving of almost a week in the journey to and from London, will derive manifest commercial advantages. Canada, in the words of Vice-Admiral Sir Charles Campbell, of the British Royal Navy, must become 'the central provinces of the Empire and the carrier of all the traffic between the Australian colonies and the mother country.' Proportionately, however, Ireland must come to enjoy yet greater even more effective,

advantages. For the making of the erstwhile lonely and isolated Blacksod Bay, on the Mayo county coast, the Atlantic terminus of the railway line from London must bring about the concentration at that point of the multitude of interests sure to follow the sudden diversion thither of a traffic universal in its scope and gigantic in volume. Grain elevators, coal and oil storage, warehouses and all the equipment of a great harbour terminus, where to a vigorous and spreading population is sure to be attracted, will place Blacksod well in the race for maritime supremacy among the port cities of the British Isles. The consequent effect upon the industrial position of the North Irish county, of which Blacksod will be the logical gateway, is obvious."

The establishment of a first-class seaport so far north on the Atlantic coast of Ireland, the Blacksod would not only afford greater security to the United Kingdom as a nation, but would better insure the entry into the country, under stress of war, of provisions, for which the British Isles are quite dependent upon the outside world. In this respect Vice-Admiral Campbell is quoted, as follows:—

"In the undesirable, but not impossible, event of war between Great Britain and two or more European powers, the position of Blacksod Bay would force the enemy's cruisers, should they attempt to prey upon the vessels using it to run the gauntlet of the English channel and near Atlantic and operate on a prohibitive and almost impossible radius, with absolutely no recuperative base."

PACIFIC STEAM NAVIGATION.

Panama Canal To Be Used.

Presiding at the annual meeting, held at Liverpool, Mr. Thomas Rome said the revenue of the Company was the largest ever received, but also, unfortunately, the expenses were the largest ever known. Coal, repairs, wages, and provisions were dearer, and difficulties had been caused by the coal strike and lesser disturbances, besides which the Workmen's Compensation Act and the Insurance Act had to be taken into account. The directors had provided amply for deterioration on the fleet and property, and had carried £50,000 to dividend reserve—found and placed £5,000 to the benevolent fund. The dividend was 8 per cent per annum, and the balance carried forward £8,500. The underspending account an increase of £12,000 notwithstanding the loss of the Oravia. A superannuation fund had been established, and the pay of the staff ashore and afloat had been increased with the view of making the service more attractive.

Referring to the opening of the Panama Canal, the Chairman said the directors expected to be among the first to use the Canal. The general manager had been on the isthmus and the west coast studying the question. They did not share the opinion that the west coast trade when the Canal was opened would be a gold mine. The barrier of the Andes limited the trade from the Pacific and favored the east, which was the natural outlet of South America. Panama, however, they expected would become much more important.

Germany and the Recognition of China.

The St. Petersburg correspondent of the "Times" states that while Great Britain, France, Japan, and Russia are acting together regarding recognition of the Chinese Republic, Germany so far does not appear to have asserted herself with them in the matter. As the separate action of the United States is considered in some quarters to leave all the Powers complete liberty, the possibility of an early German recognition is considered likely to exist in all the Powers towards the step. The Chinese acceptance of Mongolian autonomy and confirmation of the treaty rights of the Powers would doubtless be

F.M.S. Annual Dinner. The F.M.S. annual dinner was to take place at the Hotel Cecil on Tuesday, June 3.

Notice

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The Fold collar that looks equally well in either of its six depths: 1 1/2, 2, 2 1/2, 3, 3 1/2, 4 inches. Here's a range of depths to select from. Pick out the depth you would like to try, we will send you an assorted half dozen. Try them on, select the most appropriate, return us the collars not approved, and we will replace them with others in the depths you want.



\$4.50 Per Doz. Quarter-sizes in all depths.

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To-day's Advertisement

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE "MONMOUTHSHIRE,"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong Wharf and Godown Company, Limited, whence, and from the wharves, delivery may be obtained.

Goods not cleared by the 27th inst. at 10 a.m. will be subject to rent.

All broken, stained and damaged packages are to be left in the Godowns where they will be examined on 26th inst. at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 20th June, 1913. [S71]

FOUNDLING ON A BUS.

Father Said to be in Hongkong.

Carefully led up in brown paper and left under the seat of a London motor-omnibus proceeding from Shepherd's Bush to Liverpool-street, via Chelsea, a baby, 10 days old, was the subject of a charge at Westminster. Lily Hathaway, 21, a barmaid, of Shepherd's-road, Finsbury, was charged with abandoning the child in a manner likely to cause it suffering. Prisoner was charged under the Children's Act, and she elected to be summarily dealt with. She was very weak and ill. The baby was in the hospital.

Det. Sgt. Sergeant Steel said that he arrested the woman in Buckingham Palace-road, where she was asking a situation. When told the charge, she said:—

"Oh, what shall I do? I did not know what to do with it. I dare not let my people know, and I had no money to pay for its keep. If I could have found someone to mind it I would have paid them when I got work. Thank God the little one is not dead. I have tried to find the father, but he is now in Hongkong, and I don't know his address."

Accused was remanded for medical attention.

F.M.S. Annual Dinner. The F.M.S. annual dinner was to take place at the Hotel Cecil on Tuesday, June 3.

To-day's Advertisement

GOODRICH

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TYRES

ARE THE LOGICAL ANSWER TO THE MOTORIST'S DEMAND FOR A REAL NON-SKIDD TYRE—ONE THAT GIVES REAL SAFETY—MORE TRACTION AND PERFECT CAR CONTROL. ADDED TO THIS IS THE ADDITIONAL MILEAGE MADE POSSIBLE BY THE SCIENTIFIC APPLICATION OF THE HEAVY CROSS AND PARALLEL BARS OF SOLID RUBBER.

In the GOODRICH SAFETY TREAD you have as perfect a Tyre as money can buy.

"BEST IN THE LONG RUN"

GIVE THEM A TRIAL.

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ALLEGED FALSE PRETENCES.

At the Police Court this afternoon, before Mr. Melbourne, the hearing was resumed of a case in which a Chinese is charged with attempting to obtain \$5,000 by false pretences from a fellow-countryman.

Mr. F. X. D'Almeida defended. The case was proceeding as we went to press.

DAIRY FARM NEWS.

Something Good.

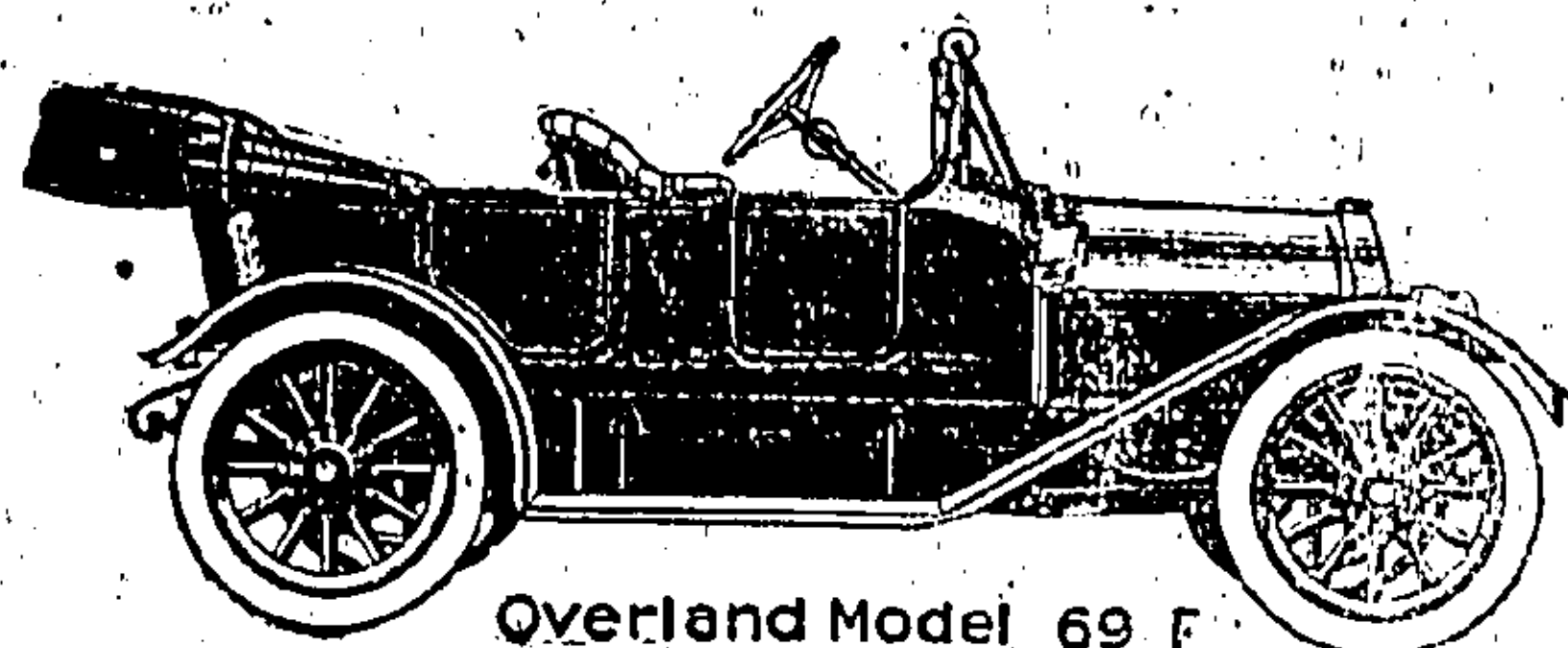
HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT. SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.



Overland Model 69

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EVERYONE INTENDING TO FURNISH EITHER A SINGLE ROOM OR AN ENTIRE HOUSE AND WHO WISHES TO OBTAIN:

BEAUTY OF DESIGN

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SOUND CONSTRUCTION

SHOULD AT ONCE COMMUNICATE WITH

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"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

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From Hongkong.	From Quebec.
Monteagle Saturday, June 21	E. of Ireland Thursday, July 24
E. of Japan Wednesday, July 2	Allan Line Thursday, July 31
E. of Russia Wednesday, July 16	E. of Britain Thursday, August 7

All steamers leave Hongkong at 12 Noon.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the inland sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
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Regular Sailings from JAPAN, CHINA and PHILIPPINES.
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And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.
S.S. PREUSSEN 30th June
S.S. SILESIA 20th July

HOMEWARD.

For V'vor, S'le, and/or T. & P. (Or.):
S.S. C. PERD. LAEISZ 20th June.
For Marseilles, Havre & Hamburg:
S.S. SITHONIA 28th June.
For Marseilles, Havre & Hamburg:
S.S. FURST BULOW 30th June.
For Rotterdam, Hamburg & Antwerp:
S.S. BRASLIA 2nd July.
For Dunkirk & Hamburg:
S.S. BIRKENFELS 7th July.

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AUTOGENOUS WELDING.
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HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 20th JUNE.
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
SATURDAY, 21st JUNE.
8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."
10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.
A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

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Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 22nd JUNE.

The Company's Steamship, "SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

(HOTEL MANSION'S FIRST FLOOR),

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, and Port Said	MISHIMA MARU Capt. F. L. Sommer KAGA MARU Capt. Tabusa	T. 16,000 { WED'DAY, 2nd July at daylight. T. 12,500 { WED'DAY, 16th July at daylight.

VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	SSADO MARU Capt. A. Sakawa, T. 1,250 YOKOHAMA MARU Capt. Wada, T. 12,500	{ TUESDAY, 1st July, at 4 p.m. { TUESDAY, 15th July, at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	KUMANO MARU Capt. Winckler, T. 9,600 INABA MARU Capt. S. Tomimaga, T. 12,500	{ WEDNESDAY, 2nd July, at noon. { WED'DAY, 30th July at noon.
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CALCUTTA via Spore, Penang & Rangoon	CEYLON MARU Capt. Naguchi, T. 12,000	SATURDAY, 28th July.
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BOMBAY via Singapore and Colombo	KAMAKURA MARU Capt. Hori, T. 12,500	MONDAY, 23rd June.
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KOBE & Y'HAMA	TOSA MARU Capt. Sado, T. 12,000	MONDAY, 23rd June.
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NSAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tominga, T. 12,500	WED'DAY 2nd July at 11 a.m.
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SHANGHAI, MOJI, KOBE & YOKOHAMA	PENANG MARU Capt. Noma, T. 12,000	WEDNESDAY, 2nd July.
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1 Cargo only.
Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.
Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI....."LINAN".....21st June, at midnight.

MANILA, CEBU & ILOILO "TEAN".....24th June, at 4 p.m.

WEIHAIWEI & T'SIN....."KUEICHOW".....25th June, at noon.

HAIPHONG....."SUNGKAIWING".....26th June at 9 a.m.

SHANGHAI....."ANHUI".....26th June, at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE

Telephone No. 36

Hongkong 20th June, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG."

CAPT. PANNIER.

Will very likely leave for Haiphong

on SATURDAY, the 21st instant at 10 a.m.

For Freight and passage apply to M. SAINT CLAIR

de BUSSIERE Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	THURSDAY, 26th June, 4 p.m.
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	SATURDAY, 5th July, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 17th June 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA	2nd half June	JAPAN	2nd half June
Tjibodas	JAVA	1st half July	SHANGHAI	1st half July
Tjitaroem	JAPAN	1st half July	JAVA	1st half July
Tjimahli	JAVA	1st half July	JAVA	1st half July
Tjilwang	SHANGHAI	2nd half June	JAVA	2nd half June
Tjimanoeck	JAVA	2nd half July	JAPAN	2nd half July
Tjikini	JAVA	2nd half July	SHANGHAI	2nd half July
Tjipanas	JAVA	2nd half July	SHANGHAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Building.

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Tenyo Maru"	22,000	E. Bent	June 21, noon.
S.S. "Shinyo Maru"	22,000	W. C. T. Filmer	July 12.
S.S. "Chiyo Maru"	22,000	W. W. Greene	Aug. 7.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Aug. 26.

The S.S. Nippon Maru sailed for San Francisco via Manila, Japan Ports and Honolulu on the 17th inst., at noon; she will next leave Hongkong on the Tuesday, 26th August at noon.

These steamers are equipped with Turbine Engines and Triple

Screws.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz). Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Kiyo Maru	17,200	Tuesday, August 5, at Noon.
Buyo Maru	10,500	Saturday, October 4, at Noon.
Anyo Maru	18,500	Wednesday Dec., 3, Noon

For further particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	17,000 tons, twin screws.	17,000 tons, twin screws.

Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Island, Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but 2s. 6d., including berth and meals during the voyage. For the IMMEDIATE SERVICE First Class accommodations are provided for 45 to London (return ticket 4s. 6d.) and to San Francisco (return ticket 5s. 6d.). SPECIAL RATES to officers, Army, Navy, Civilian or Civil Service.

Steamers	Tons	Starting	July 1, at noon.
Korea	18,000	July 4, at 1 p.m.	
Siberia	18,000	July 19, at 1 p.m.	

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive	Leave	From MANILA.	Due
Leave	Manila.	Manila.	Hongkong.	
July 1 PERSIA	July 3	June 21 PERSIA	June 23	
July 8 KOREA	July 10	July 19 CHINA	July 21	
July 29 CHINA	July 31	July 27 MANCHURIA	July 29	

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (opp. Blake Pier). O. H. RITTER, Acting Agent. Telephone No. 141

Hongkong, 20th January, 1913.

Panama-Pacific International Exposition—San Francisco 1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
HAIVANG	A. E. Hodgins	FRIDAY, 20th June, at 11 a.m.
HAICHING	W. O. Passmore	TUESDAY, 24th June, at 11 a.m.
HAITAN	J. S. Roach	FRIDAY, 27th June, at 11 a.m.

FOR SWATOW.
HAIMUN ... J. W. Evans ... SUNDAY, 22nd June, at 10 a.m.
HAIMUN ... J. W. Evans ... WED., 25th June at 11 a.m.
Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall & Co.,

General Managers.

LOG BOOK.

The Lusitania Explosion.

The report is issued of a preliminary inquiry held in regard to an explosion from an exhaust steam-pipe on board the Cunard liner Lusitania, which occurred on December 10 last, at which time the vessel was in Huskisson Dock, Liverpool. The pipe ruptured in a longitudinal direction near to, and almost parallel with the seam, along the inside of the bend near the exhaust stop valve of the engine. The force of the explosion tore the metal in a circumferential direction, the piece being folded back behind the pipe. The strip of piping left intact at the ripped part, which included the lapped seam, was only about five inches in width. The aperture formed was about 21 inches in length. As a result of the disaster, Thomas Firth, a plumber's apprentice, was so severely injured that he died in hospital on December 13. John Henry Bentley, a plumber's labourer, was also scalded about the hands and face, but recovered. It was stated that a third man was slightly injured. The observations of the Engineer Surveyor-in-Chief to the Board of Trade are as follows:—This report deals with an explosion from an exhaust steam-pipe, resulting in the death of one man and injury to two others. At the part which failed, a serious flaw existed, but, notwithstanding this defect, failure would probably not have occurred at the time it did if the pipe had not been subjected to an abnormally high-pressure. When the explosion took place, the change valves controlling the passage of the steam to the condensers were being operated, and there are grounds for supposing that the flow of the steam was thereby checked, thus causing the pressure in the part of the range containing the burst pipe to be excessive. The defect in the pipe, however, was of such a nature as to seriously weaken it and render it dangerous. Modifications have now been made in the arrangement, and relief valves fitted which will, in the future, prevent an undue pressure existing in the pipes; this should make the arrangement quite safe.

The Indian Mail Route.

The London correspondent of "Manchester Guardian" hears that the Post Office authorities are considering the question of a suggested change in the mail route to India and the Far East. Complaints have frequently been made as to the great inconveniences that attach to Brindisi as a mail port, the chief drawback being that it lies right off the direct sea route between Port Said and England. This entails either the costly discomfort of a ferry service or a long detour by the large steamers. Moreover, the railway connections occasion much delay, long stretches of single line having to be traversed, on which the mails are frequently held up. The Italian Government have more than once promised to improve the permanent way, but have not yet discharged their obligations in this respect. It is suggested that a considerable saving of time could be effected by substituting Reggio, in the Straits of Messina, for Brindisi, that port being much nearer the direct route between Port Said and London. The railway conditions at Reggio are said not to be worse than those in the vicinity of Brindisi, but there are disadvantages in the anchorage which cannot easily be overcome, and this makes it probable that Naples will eventually be selected as the mail port.

Sold to Japanese.

The Russian East Asiatic Company has sold its two ships, Curona and Litania, to Japanese buyers with delivery at Daini. The Curona, 4,034 tons, which was formerly the Doune Castle and afterwards the St. Domingo, was built in 1890 by Messrs. Barclay, Curle and Co., Glasgow, with dimensions 398ft. by 43.2ft. by 28.5ft. The Litania, 4,276 tons, was built in 1890 by Messrs. Harland and Wolff, Belfast, with dimensions 400ft. by 45.6ft. by 28ft.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On
S'PORE, Penang & C'outta. KUTSANG*.....Friday, 20th June 2 p.m.
MANILA LOONGSANG* Saturday, 21st June, at 2 p.m.
TIENTSIN CHEONGSHING Sun., 22nd June, at daylight.
S'PORE, Penang & C'outta. KUMSANG*.....Mon., 23rd June, at 2 p.m.
Kobe HOPSANG*.....Tues., 24th June, at 2 p.m.
SHANGHAI KWONGSANG*.....Wed., 25th June, at noon.
MANILA YUENSANG*.....Sat., 28th June, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days.)

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
The steamers "Choysang," "Kwongsang," and "Hongsang" will call at Swatow on their way down from Shanghai.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
†Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamships Date of Sailing
LONDON & ANTWERP.....FLINTSHIRE.....About 15th July.
LONDON, HULL, LEITH & ROTTERDAM MONMOUTHSHIRE 3rd August

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VANCOUVER & SEATTLE VESTALIA About 30th June.
VANCOUVER, SEATTLE, TACOMA & FLAND DEN OF RUTHVEN 27th July.
Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
AGENTS. [94]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON. WESTWARD.

The S.S. "ITOLA" 5257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG & RANGOON on the 9th July at daylight taking cargo and passengers at current rates.
For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.
AGENTS. [1]

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORDMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.
WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

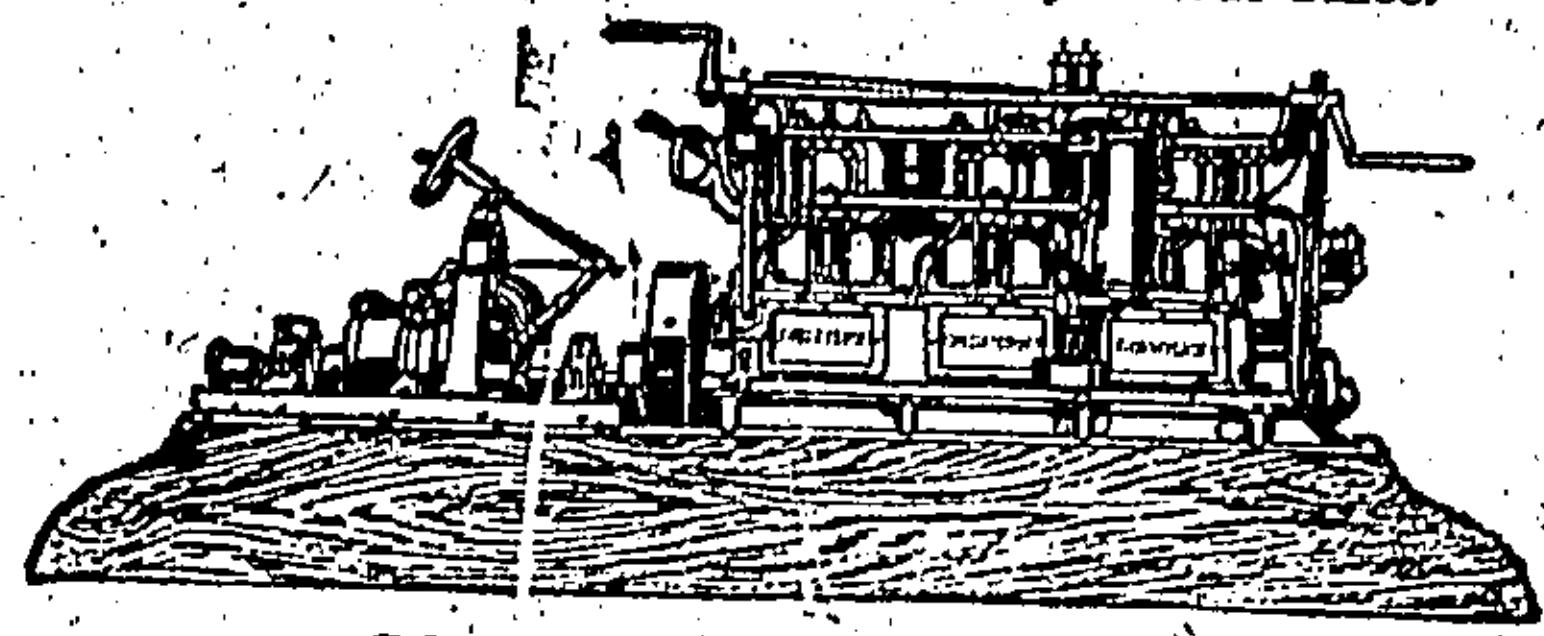
GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H. P.
As supplied to the British Admiralty & War Office.



O.S. by the Motor and Reverse Gear. B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 215.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	15 July
do do	Monmouthshire	J. M. & Co.	3 August
London via Usual Ports of Call	Aradia	P. & O. Co.	21 June
London & Antwerp via Singapore, &c.	Nubia	P. & O. Co.	25 June about
Havre, London & Antwerp, &c.	Glenstrae	S. T. & Co.	15 July about
do do	Armand Behic	M. M. Co.	1 July
do do	Atlantique	M. M. Co.	15 July
Marseilles, Havre and Hamburg	Ernest Simons	M. M. Co.	28 July
do do	Furst Bulow	H. A. L.	30 June
Dunkirk and Hamburg &c.	Sithonia	H. A. L.	28 June
Genoa, N'les, L'horn, Bay & Port Sai via S'pore	Birkenfels	H. A. L.	7 July
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila	Ischia	C. & Co.	4 July
Rotterdam, Hamburg & Antwerp	Schraarhorst	M. & Co.	25 June
Marseilles, Rotterdam and Hamburg	Brasilia	H. A. L.	2 July
Marseilles, London & Antwerp via S'pore, &c.	Altmark	H. A. L.	14 July
Havre & Hamburg	Mishima Maru	N. Y. K.	2 July
Trieste, Fiume, Venice via Singapore, &c.	Goldenfels	H. A. L.	18 July
Trieste via Singapore, Penang, Colombo, &c.	Gisela	S. W. & Co.	1 July, about
	Koerber	S. W. & Co.	15 July

New York, San Francisco and Canada.

Mexican, Peruvian and Chili Ports via Japan	Kiyo Maru	T. K. K.	5 August
San Francisco, etc.	Tenyo Maru	T. K. K.	24 June
New York	Wray Castle	D. & Co. Ltd.	3 July about
Boston & New York	Indrakula	J. M. & Co.	23 June
San Francisco via Japan	Nile	P. M. Co.	3 July
San Francisco via Shanghai and Japan, &c.	Persia	P. M. Co.	1 July
San Francisco via Keelung & Japan &c.	Korea	P. M. Co.	4 July
Capoverts via Mauritius	Katanga	Bank Line	23 June
do do	Duneric	Bank Line	21 June
Victoria, B.O., & Tacoma via Keelung, &c.	Panama Maru	O. S. K.	25 June
do do	Seattle Maru	O. S. K.	10 July
Victoria, B.C., & Seattle via Keelung, &c.	Sade Maru	N. Y. K.	1 July
Vancouver via Shanghai, Japan, &c.	Monteagle	O. P. R. Co.	21 June
Portland, Tacoma and Seattle	Vestalia	J. M. & Co.	30 June
Vancouver via Shanghai and Japan, &c.	Empress of Japan	O. P. R. Co.	2 July
Vancouver, Portland, &c.	Den of Ruthven	J. M. & Co.	27 July

Australia.

Australian Ports via Manila	St. Albans	G. L. & Co.	21 June
do do	Eastern	G. L. & Co.	19 July
do do	Kumano Maru	N. Y. K.	2 July
do do	Coblentz	M. & Co.	12 July

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
do do do	Tjimarhi	J. C. J. L.	Quick despatch
do do do	Tjilwong	J. C. J. L.	Quick despatch
do do do	Tjimanok	J. C. J. L.	Quick despatch
do do do	Ernest Simons	M. M. Co.	29 June
do do do	Amazona	M. M. Co.	13 July
Kobe & Yokohama	Australien	M. M. Co.	27 July
Kobe and Moji	Tosa Maru	N. Y. K.	23 June
do do	Laisang	J. M. & Co.	20 July
Nagasaki, Kobe & Yokohama	Obblenz	M. & Co.	24 June, about
Yokohama and Kobe via Shanghai	Inaba Maru	N. Y. K.	2 July
Moji, Kobe and Yokohama	E. F. Ferdinand	S. W. & Co.	28 June, about
do do	Indo Maru	O. S. K.	22 June
do do	Luzon Maru	O. S. K.	18 July
Milke, Kobe and Moji	Jelunga	D. S. & Co.	30 June
Bombay via S'pore Port S'ham, Penang & C'bo	Saigon Maru	O. S. K.	26 June
Bombay via Singapore, & Colombo	Kamakura Maru	N. Y. K.	23 June
Weihaiwei and Tientsin	Kueichow	B. & S.	25 June
Singapore, Penang, & Calcutta	Gregory Apar	D. S. & Co.	26 June
do do	Kumsang	J. M. & Co.	21 June
Singapore, Penang, and Rangoon	Itola	J. M. & Co.	9 July
Shanghai, Kobe & Moji	Arratoon Apar	D. S. & Co.	30 June
Shanghai and Japan	Preussen	H. A. L.	30 June
do do	Silesia	H. A. L.	20 July
do do	Belgravia	H. A. L.	30 July
Manila	Loongsang	J. M. & Co.	21 June
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	26 June
Manila, Cebu and Iloilo	Tea	B. & S.	24 June
Foochow via Swatow and Amoy	Daiji Maru	O. S. K.	22 June
Tientsin	Cheongshing	J. M. & Co.	22 June
Tamsui via Swatow and Amoy	Daiji Maru	O. S. K.	22 June
Swatow, Amoy & Foochow	Heiching	D. L. & Co.	24 June
do do	Haitan	D. L. & Co.	27 June
Swatow	Haiman	D. L. & Co.	22 June
Shanghai, Kobe, Moji and Yokohama	Penang Maru	N. Y. K.	27 July
Shanghai, Moji, Kobe & Yokohama	Simla	P. & O.	27 June, about
Anping and Takao via Swatow and Amoy	Sochu Maru	O. S. K.	25 June
Shanghai, Tientsin, Kobe and Yokohama	Tjilatjap	J. C. J. L.	Quick despatch
do do	P. E. Friedrich	M. & Co.	25 June about
Shanghai	Tjibodas	J. C. J. L.	Quick despatch
do do	Tjikini	J. C. J. L.	Quick despatch
do do	Koerber	S. W. & Co.	1 July
do do	Linan	B. & S.	21 June
do do	Kwongsang	J. M. & Co.	25 June
do do	Anhui	B. & S.	26 June
Kudat and Sandakan	Borneo	M. & Co.	End of June

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Japan.	Achilles.
Haiphong.	St. Albans.
Australia.	Duneric.
Kohsichang.	Tenyo Maru.
San Francisco.	Monteagle.
Vancouver.	Aradia.
Europe.	Loongsang.
Philippines.	Kutsang.
Straits.	Sui Tal.
Macao.	Cheongshing.
Tientsin.	Linan.
Shanghai.	

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Moji.	Sithonia.
Singapore.	Hopsang.
Manila.	C. F. Laisz.

AMERICAN MAIL.

The P. M. s.s. Korea carrying the United States mail left Yokohama on June 16 between 2 and 4 p.m. for Hongkong via Shanghai and will arrive in Hongkong on June 25.

The P. M. s.s. Persia, carrying the United States Mails, sailed from Yokohama on Thursday, June 12th between 2 and 4 p.m. for Hongkong via Manila, and will arrive in Hongkong on Monday, June 23rd.

The T. K. K. s.s. Chiyo Maru left Kobe for Shimidzu and Yokohama on the 4th inst., and is due in San Francisco on the 23rd inst.

The T. K. K. s.s. Shinyo Maru left San Francisco for Hongkong on the 7th inst., and is due in Hongkong on the 8th July.

CANADIAN MAIL.

The C. P. R. s.s. Empress of India left Yokohama on the 15th inst., 4 p.m. and is due to arrive Vancouver on the 27th inst.

GERMAN MAIL.

The I. G. M. s.s. Prinz Eitel Friedrich carrying the German Mails with dates from Berlin of the 28th of May, left Colombo on the 14th of June and may be expected here on or about the 25th of June.

AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left Sydney on 7th inst., and may be expected to arrive here on 27th inst.

MERCHANT STEAMERS.

The S. E. A. s.s. Ceylon left Antwerp on the 13th ult., and may be expected here on the 20th inst.

The American and Manchurian Line s.s. Swazi passed the Suez Canal on the 6th ult., for Hongkong direct.

The T. K. K. s.s. Anyo Maru leaves Yokohama for Honolulu (Hawaii) and South America Ports on the 20th June.

The T. K. K. s.s. Kiyo Maru arrives at Honolulu from Manzanillo on the 11th inst., and is due in Hongkong on the 20th July.

The s.s. Glenroy passed the Suez Canal on 6th inst., for Hongkong via Straits.

The P. & O. s.s. Namur is expected to arrive at Colombo on the 25th June, at 5 a.m.

The Russian s.s. Dania left Vladivostok via Foochow for this port, and is due to arrive here on or about the 25th inst.

The H. A. L. s.s. Sithonia left Moji on the 18th inst., a.m., and may be expected here on or about the 21st inst., a.m.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VREUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: P.O. Box 786

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

22] Chief Office—LUDGATE CIRCUIS, LONDON, E.C.

Russian Volunteer Fleet.

The steamers of the Russian Volunteer Fleet running between Vladivostok and Odessa via ports regularly, will call at Hongkong once a month.

The S. S. "VORONEJ" 5616 R. T. Commander Bacanoff, is expected to arrive in Hongkong on the 22nd inst., sailing most likely on the 23rd for NAGASAKI and VLADIVOSTOK.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF,

Agent,
Hotel Mansions, 3rd Floor,
Rooms Nos 12A & 14.

Telephone No. 1324.

Hongkong, 19th June, 1913.

BOLINDERS CRUDE-

OIL MOTORS.

THE MOST SUCCESSFUL MOTOR.

"The Marine Motors are direct Reversible."

ULDERUP & SCHLUTER.

HONGKONG,

24, CONNAUGHT ROAD CENTRAL.

HOTEL LISTS.

Hongkong Hotel.

Aaron, J. M. Judah, Mrs. A. E.
 Adamson, Miss N. E.
 Arnold, T. Kabel, E. S.
 Barberini, E. T. Kadoorie, Ellis
 Baring, M. Kruseman, A.
 Baring, Miss L. Lawrence, S.
 Bato, E. R. H.
 Bellios, Mrs. E. Lloyd, G. T.
 R. M. Lobb, Dr. E. L.
 Bena, G. A. M.
 Brown, R. Lysaght, E.
 Brown, G. W. Lysaght, P.
 Bovard, F. MacIntyre, Mr.
 Buhle, E. and Mrs. Neil
 Butler, Mrs. H. Mann, Mrs. S.
 M. Mann, Miss
 Cambridge, A. J. Martin, G.
 Caspers, E. Matheson, Miss
 Claxton, A. A. M.
 Cowen, Mrs. W. Matheson, Mrs.
 F. R. T.
 Davis, C. H. McKean, Dr. G.
 Dertano, Mr. & Mrs. McKenny, Dr.
 Mrs. & 2 children. O. W. & Mrs.
 Dowan, J. Mehta, B. K.
 Diebitsch, C. von Morecki, J.
 Douglas, Mrs. R. Montigny,
 H. Baron J. de
 Dowley, W. A. Moulder, A. B.
 Ehrenfels, Mr. & Mrs. Mulder, J. D. F.
 Mrs. H. C. O'Leary, Miss
 G. G.
 Farrell, E. H. Ormiston, J.
 Fisher, H. G. Osborne, J. M.
 Fischer, W. E. H.
 Game, G. O. H.
 Geare, Mr. and Ossenbeck, H.
 Mrs. I. H.
 Gillespie, Dr. J. Ray, E. H.
 M. Robinson, W.
 Glossop, J. P. B. V.
 Goddon, G. L. Roay, Miss F.
 Gonder, Mr. and Sibbey, J. C.
 Mrs. W. Singer, E. T.
 Gordon, A. G. Smith, Mr. and
 Goulbourn, V. Mrs. E. E.
 Gould, Mr. J. Sorby, V.
 Gourgey, L. Spiro, S.
 Grase, G. M. Square, Miss.
 Grisogono, P. O. Tapp, J. R.
 Von. Todd, A. W.
 Hanna, Dr. J. G. Vallentine, E.
 Harbord, W. T. J.
 Hector, Mr. and Webb, Mr. and
 Mrs. B.
 Hemmings, Mr. Weidner, W. E.
 & Mrs. White, F. W.
 Herzl, A. White, H. P.
 Hewett, J. on Mr. Wood, G. G.
 E. A. C. M. G. Wood, Miss
 Holgate, H. Wright, James
 Ingonoh, C. Yendell, S. P.
 Innes, Capt. R. Zeisler, J.
 Craigieburn.
 Caldwell, Mr. McCaig, J.
 Caldwell, Miss Reynaud, Ma-
 Carpenter, Mr. dame & mon-
 & Mrs. siour
 Cornell, W. A. Smith, Mrs. G.
 Kydd, Mr. and Smith, E. G.
 Mrs. Wood, E. M.
 Galbraith, V. M.

Grand Hotel.

Almborg, K. Mayr, Mr. and
 Boggs, D. Mrs.
 Bonetta, Miss V. Merlin, L.
 Bouchesky, Mr. & Mrs. Meyer, F.
 Bradmann, S. Moller
 Brill, Dr. Moonan, J.
 Crew, Mr. and Mulvey, E. C.
 Mrs. Parshall, J.
 Grant, G. Rohlig, Mr.
 Frank, C. Mrs. & Miss
 Fridley, G. Schmidt
 Haden, F. Soon Kim
 Karkatzky, Mrs. Stephano, Miss
 & Miss Thomas, Mr. &
 Key, Dr. Mrs. A.
 Kuhl, Mrs. A.
 Lorria, Weismann, C.
 Lenoir, Miss F. Wills, E.
 J.

Consignee

FROM EUROPE.

THE "HANSA" Steamship
"GOLDENFELS"

Capt. Dieckmann, having arrived, Con-
 signees of Cargo are hereby informed that
 their goods are being landed and placed
 at their risk in the hazardous and/or
 extra-hazardous Godowns of the Hong-
 kong & Kowloon Wharf & Godown
 Company, Limited, whence delivery
 may be obtained against Bills of Lading
 countersigned by the Undersigned.

Optional Cargo will be carried on un-
 less notice to the contrary be given to-
 day.

All Claims must be presented within
 ten days of the steamer's arrival here,
 after which date they cannot be re-
 cognized.

No claims will be admitted after the
 Goods have left the Godown, and all
 Goods remaining undelivered after the
 22nd inst. will be subject to rent.

All broken, chafed, and damaged
 goods must be left in the Godowns,
 where they will be examined on the 21st
 inst. at 9.30 a.m.

No Fire Insurance will be effected
 by us in any case whatever.

This steamer brings on cargo:—
 Ex S.S. "Agate" from Hongkong
 "Norge" from Göteborg
 "Trollborg" from
 "Jelo" from
 Drammen

HAMBURG-AMERIKA LINE.
 Hongkong Office
 Hongkong, 16th June 1913. (89)

Consignees

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
AND MANILA.

THE Steamship

"TENYO MARU."

The above mentioned Steamer having
 arrived, Consignees of Cargo are hereby
 informed that all goods are being landed
 at their risk into the Company's Go-
 down at West Point, whence delivery
 may be obtained.

No Fire Insurance whatever will be
 effected.

No claim will be recognized after the
 Goods have left the Godown, and all
 Goods remaining undelivered on June
 23rd at 5 p.m. in the afternoon, will be
 subject to storage charges.

All chafed and otherwise damaged
 Cargo to be left in the godown,
 and examination of same to be held on
 Tuesday, June 24th at 10 a.m.

All Claims must be filed on or before
 June 30th, otherwise they will not be
 recognized.

S. MORIMOTO,
 Agent,
 Hongkong, 16th June, 1913. (398)

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above ports,
 Consignees of Cargo are hereby infor-
 med that their Goods are being landed
 and placed at their risk in the Hong-
 kong & Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where each consignment will be soiled
 outwards by mark and delivery can be ob-
 tained as soon as the Goods are landed.

Optional goods will be carried on
 unless instructions are given to the con-
 trary before Noon, to-day.

Goods not cleared by the 24th June,
 will be subject to rent.

Damaged packages must be left in the
 Godowns for examination by the Con-
 signees and the Co.'s representatives
 at an appointed hour. All claims must
 be presented within ten days of the
 steamer's arrival here, after which date
 they cannot be recognized. No claims
 will be admitted after the goods have
 left the Godowns.

NIPPON YUSEN KAISHA.
 Agents,
 Hongkong, 16th June, 1913. (344)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

S.S. "BENLAWERS"

CONSIGNEES of Cargo are hereby
 informed that all goods are being
 landed at their risk into the hazardous
 and/or extra hazardous Godowns of the
 Hongkong & Kowloon Wharf and Godown
 Company, Ltd., whence and/or from
 the wharves delivery may be obtained.

No Claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 26th inst. will be subject to rent.

All Claims against the Steamer must
 be presented to the Undersigned on or
 before the 30th inst., or they will not
 be recognized.

All broken, chafed, and damaged
 Goods are to be left in the Godowns,
 where they will be examined on the
 23rd inst. at 11 a.m.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by

GIBB, LIVINGSTON & CO.
 Agents,
 Hongkong, 18th June, 1913. (343)

To Sail.

"INDRA" LINE, LIMITED.

FOR BOSTON & NEW YORK.

THE Steamship

"INDRAKUALA"

Capt. A. H. Smith will be despatched
 as above on 23rd inst.

This Steamer has superior accommo-
 dation for a limited number of saloon
 passengers.

For freight or passage, apply to
**JARDINE, MATHESON
 AND CO., LTD.,**
 Agents,
 Hongkong, 10th June, 1913. (348)

Regular Steamship Service

With Liberty to call at the
 Malabar Coast.

Proposed Sailing From Hongkong
FOR NEW YORK.

S.S. "WRAY" on or about
CASTLE" 3rd July.
 For Freight and further information,
 apply to

DODWELL & CO., LTD.
 Agents,
 Hongkong, 10th June, 1913. (399)

Notices

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.
AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS:

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court. Telephone 111

THE EASTERN BAZAAR.

(W. ASSOUMAL & CO.),

LATE OF 11, D'AGUIAR STREET, HAVE NOW REMOVED TO

MORE COMMODIOUS PREMISES SITUATE AT NO. 35,

QUEEN'S ROAD, CENTRAL. ADDITION TO OUR

SILKS WE HAVE OPENED UP AN ENTIRELY

NEW LINE IN VARIOUS KINDS OF

JEWELLERY.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
 to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial

which surpasses all others by its

purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DE VIN SAINT-RAPHAEL, Valence (Drome-France).

CALDEBECK MACBREGOR & Co., Hongkong.

KINETOPHONE

EDISON'S LATEST INVENTION.

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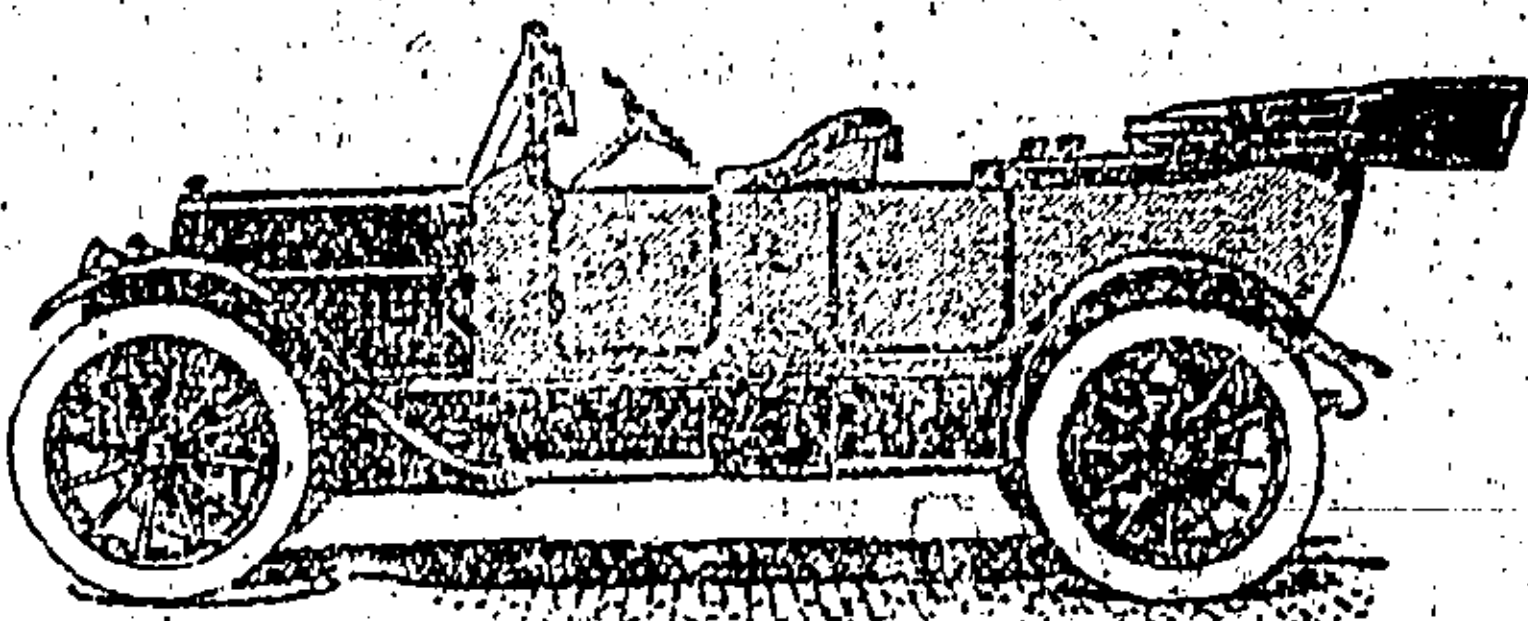
INDIA, AND THE PHILIPPINES

HELD BY

THE EDISON KINETOPHONE AGENCY,

P.O. BOX 225.

Cable Address: KINETOPHON.



AW & Studebaker No. 3 Duddell St.
SONS. Sole Agents.

JUST ARRIVED.

Large Consignment Best Turkish Cigarettes,

M. C. C.

In Tins of 100, 50 and 20.

Cork Tipped, Gold Tipped and Plain.

TURCO-EGYPTIAN

TOBACCO STORE.

WHITEAWAY,

LAIDLAW & CO., LTD.

New Showing of Fashionable
 Untrimmed and Ready to
 Wear Shapes

ALL AT ROCK BOTTOM PRICES

CLOSE FITTING HATS

IN FANCY COLOURED

STRAWS TRIMMED RIBBON

AS ILLUSTRATION.

Price \$2.25 Each.



PANAMA HATS

WIDE BRIM PANAMA HATS

UNUSUAL VALUE.

Price \$7.50 Each.

MANILA HATS

FINE PLAIT MANILA HATS

VERY POPULAR STYLE

BROAD BRIMS.

Price \$4.50 Each.

A Huge Variety of Straw Shapes
 and Ready to Wear Hats.

Prices From \$1.25

Upwards.

20, DES VŒUX ROAD, HONGKONG

OUR STRICT
CLEARANCE SALE DAYS

FOR
 Japanese Tea Sets, Lacquer Ware,
 Curios, etc., etc.

JUNE

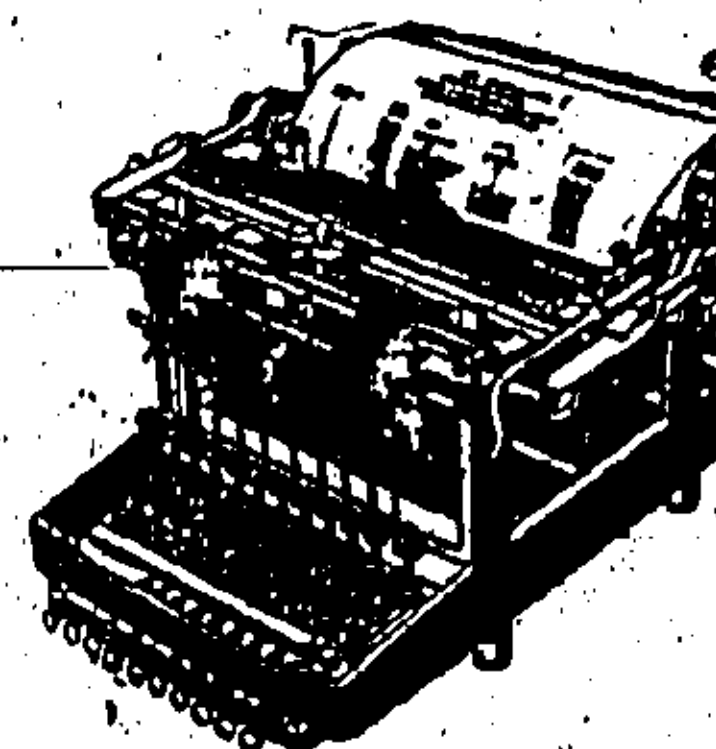
FRI. SAT. SUN. MON. TUES. WED.
 20 21 22 23 24 25

NIKKO & CO.,

11, D'AGUIAR STREET.

Notice

THE

REMINGTON
TYPEWRITER

WE know of no better argument to convince
 you of the superiority of the Remington
 typewriter than to allow us to place one in your
 Office in order that you may compare it in every
 way with any other typewriter.

No argument we can think of, is as convincing as
 the Machine itself.

Will you test one free for one
 week?

If so, when please?

If you want to write ordinary
 letters, ask for MODEL 10.

If it is for tabulator work, ask
 for MODEL 11.

If you want to Add and Sub-
 tract as well as write, ask for the
 Remington Wahl.

Please write, and return of post will bring
 you free of charge an illustrated booklet "Touch
 Method Typewriter Instruction," invaluable to
 all using a typewriting machine.

SIEMSEN & CO.

Sole Agents for

HONGKONG, CANTON,

SOUTH CHINA and FORMOSA.

Notices

WING KEE & CO:

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANTS

Hongkong, 25th May, 1913.

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO

General Managers.

Hongkong, 16th August, 1901.

More steamers for Pacific

With the existence in the near
 future of three great trunk lines
 across Canada, the question of
 corresponding ocean steamship
 connections on the Atlantic and
 Pacific is of steadily increasing
 interest says the "London and
 China Press." The most recent
 statement on the subject
 is that of Sir William
 Mackenzie, president of the Cana-
 dian Northern Railway, who is
 credited with saying that an
 agreement has been made where-
 by, within eight years, that com-
 pany will have vessels on the
 Pacific. The steamers, he says,
 will run to Japan and China,
 while an associated coasting ser-
 vice will link up British Columbia
 with Seattle, on the one hand,
 and Alaska on the other.

London Rubber Market.

The East Asiatic Company's
 Daily Report June 13. says—The
 market in London yesterday was
 very weak. The closing prices
 were:—

Hard Fine Para Spot 3/8

Forward 3/8

First latex crepe, delivery

next month 3/8

3/8

3/8

3/8

3/8

3/8

3/8

3/8

3/8

3/8

3/8

3/8

COMMERCIAL.

Hanyang Ironworks.

The Hanyang Iron Works are
 now working to their full capacity
 the last part of the damage done
 in revolution having been put
 right, says a recent issue of the
 "China Times." With respect to
 the financial condition it appears
 that, while money is needed for
 extension, the most pressing
 needs for new plant have been
 supplied with funds lent by the
 Peking government. This has
 obviated the necessity for a fur-
 ther Japanese loan, which, when
 proposed, met with serious popu-
 lar opposition. Not only the in-
 terest but some of the principal
 of post Japanese loans is being
 paid in the form of pig iron.
 There is abundant demand not
 only for the pig iron, but for the
 products of the steel department,
 great quantities of rails being
 needed for the construction of
 new railways. The greatest loss
 to the company was caused by
 former employees decamping
 during the fighting without
 emptying the blast furnaces, with
 the result that the contents be-
 came a solid mass, which, before
 work could be commenced again,
 had to be dynamited out piece by
 piece. The blasting process ruined
 the brick lining and this had
 to be renewed. The enforced
 holiday told on the machinery too,
 parts of which were spoiled
 through inattention. Other parts
 disappeared and some were
 smashed by shells. The third
 and last furnace, started up again
 on April 1, has a productive ca-
 pacity of about 300 tons per day.
 The blasting-out of this was ac-
 complished about two months ago,
 but the directors had decided
 that the former type of boilers in
 connection with the furnace were
 obsolete. A battery of the newest
 style had been ordered from Eng-
 land but unluckily the contract
 was placed just before the great
 strike in Britain and delivery
 was delayed. Furthermore the
 old boiler site was the only
 one open for the erection
 of the new battery and the
 space had to be cleared before
 building operations could be
 commenced. As soon as the
 battery was completed the furnace
 was lit. The three furnaces are
 working at full pressure, but the
 supply cannot meet the demands,
 and a fourth furnace, similar to
 the latest one, has been ordered
 and will be erected next year.
 This big addition, however, is
 expected to relieve the pressure
 for only a short time. The Han-
 yang Iron Works at present supply
 rails for the whole of China and
 when loans have been put through
 and construction is commenced
 on new lines the pressure on the
 works will at least be doubled.
 The Government is giving the
 works its full backing. The com-
 pany was in bad financial straits
 after the revolution but was re-
 lieved by an issue of government
 loan bonds. There is a good work-
 ing capital now. The proposed
 Japanese loan, which aroused so
 much opposition, has not been
 completed. The heavy Japanese
 interest in loans in the company
 is being coped with, repayment
 being given in the form of iron
 produced by the company, which
 exceeds the demand of the cre-
 ditors. The loss resulting from
 the transport of the coke used at
 Hanyang from Pinghsiang was the
 cause of cutting into the profits
 more than was desired. A change
 to going to be made. The present
 method is to coke the coal

COMMERCIAL.

Home Commercial and Produce Markets.

May, 23.

The Bank rate remains unchanged at 4½ per cent. The Open market rate for short loans is 3 to 3½ per cent, and discount of four months' Bank bills 3½ per cent. The tone of the Silver market has been quiet, business being rather limited, and the price or bars is now 27 11-16d. per oz. In the Rubber share market the amount of business is very reduced, but the tone under the circumstances is remarkably steady. The subscription list has been opened in Paris for 40,000 shares of £500 each in the Industrial Bank of China. Japanese bonds have suffered a little during the week from vague apprehensions with regard to the outcome of the action of the Californian state in the matter of the holding of land in that State by the Japanese. The meetings have been held of the Eastern Telegraph Company, Eastern Extension Telegraph Company, and the Tronoh Mines. In China Tea rather more business has been transacted at steady rates. Coffee has met with slow demand, but prices show no quotable change. In Sugar a weak tone has prevailed, prices being lower. Both Singapore Pepper and White Pepper have been dull and weaker inclined. Rice has been quiet, but steady. Manila Hemp is firmer. Plantation Rubber has been dull, with little business doing, good average Sheet being quoted at about 3s. 3d. per lb. Fine Hard Para is 3s. 3½d. per lb. Straits Tin is £221 10s. to £222 for cash, and £216 to £218 10s. for three months.

Articles of Export — Manchester Goods.

Messrs. J. F. Hutton and Co., Limited, advise under date May 22:—Liverpool cotton mid-American, spot, to-day 87½d., last week 87½d.; do., current month, to-day 84½d., last week 84½d.; F.G.F. Egyptian, spot, to-day 9'95d., last week 9'95d.; New York cotton, spot, yesterday 12'00, last week 12'00. Liverpool stock (all kinds of cotton), 0th inst., 1,150,880 bales this year, 1,216,320 bales last year; visible supply (all kinds), 4,460,000 bales this year, 4,563,000 bales last year. We still have steadiness in cotton, but there is not a great amount of actual business doing, in fact, not anything like the average. The wants of the importing markets are not pressing, stocks are fairly heavy, and buyers prefer to wait before adding further to their already heavy engagements to see what course prices will take. As far as inquiry is concerned there is plenty. There is not yet much business from China. Most of those who have dealings with that market are not satisfied with the political situation. The Chinese loan has been successfully floated. This has not yet had the effect of bringing any quantity of offers, but the position seems now more hopeful.

Notices

Victoria

Recreation Club.

AN EVENING FETE

Will be held in the

SWIMMING ENCLOSURE

on

Sat., 21st inst.

Commencing at 9.15 p.m.

String Band of the D.O.L.I. in

Attendance.

Admission 50 Cents

(Members Free.)

F. LAMBERT,

Hon. Secretary.

INDO-CHINA STEAM NAVI-

GATION CO., LTD.

THE Transfer Books of the

above Company will be

closed as from 18th inst. to 8th

July, both days inclusive.

JARDINE, MATHESON &

CO., LTD.,

General Managers.

Entertainments

HIPPODROME CIRCUS.
CAUSEWAY BAY.To-Night, Friday, June 20th
COMPLIMENTARY BENEFIT TENDERED
COL. BOB LOVEA MONSTER PROGRAMME
WILD WEST STUNTS
HUMAN WEIGHT LIFTING

MISS NORA MOORE

AND
The Professor of
THE VICTORIA THEATRE.

NEXT MATINEE: SATURDAY, 21st 4 p.m.

For full particulars see our daily Hand-Bills.

Box Plan at ROBINSON PIANO CO., Ltd.

COL. BOB LOVE, Touring Manager.

VICTORIA THEATRE.

TO-NIGHT TO-NIGHT

A Grand Change of Programme

ALL NEW PICTURES

INCLUDING THE MAGNIFICENT DRAMATIC FILM

"THROUGH TRIALS VICTORY"

Miss NORA MOORE

(the celebrated Artiste)

WATCH FOR THE GRAND FILM

"THE MERRY WIDOW"

BIJOU THEATRE.

ENTIRELY RENOVATED.

Every Modern Convenience, Cool and Comfortable.

SPECIAL ENGAGEMENT

TO-NIGHT! TO-NIGHT!!

MISS CHINITA ZEREGA,

The World-renowned Classical Dancer who has

performed before the Crowned Heads of Europe,

THIS EVENING AT 9.15 P.M.

NEW PICTURES NIGHTLY.

Notices

A CHOICE SWEETMEAT

Is the best description for

NESTLE'S NUT MILK
CHOCOLATEwhich is nothing but first quality Milk Chocolate with
the finest nuts put into it.

IT HAS A VERY

DELICATE FLAVOUR

calculated to find favour with the most
discriminating palate.

BEING

Absolutely Pure & Wholesome

we have no hesitation in recommending it as a

sweetmeat which is

SURE TO PLEASE.

ON SALE AT ALL CONFECTIONERY STORES.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese

graduate versed in literature,

has been a teacher to European officials

and merchants in this Colony for over

ten years.

He has a good method of training

Europeans to pass in the Chinese ex-

amination, and is possessed of a first

rate certificate as a Chinese teacher.

He has also a good knowledge of

Mandarin and Hakka.

Those who intend learning the Chinese

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direct to 87 Hollywood Road, 1st floor

Hongkong, 29th Jan, 1913.

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Bombay Calcutta Canton

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DEPOSITS RECEIVED, and for one year at

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Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912 1913

THE

YOKOHAMA SPECIE BANK,

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Authorized Capital Yen 48,000,000

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Account.

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periods at rates to be obtained on

application.

EISHI ONO,

Manager.

Hongkong, 31st Mar., 1913. [18]

THE CHARTERED BANK OF

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CHINA.

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HEAD OFFICE.—LONDON.

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application.

A. S. HEWETT,

Acting Manager.

Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(Capital Paid up—£1,250,000.)

Loans on Mortgage of House Prop-

erty, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident

System.

(Rates and Particulars on ap-

plication.)

The Office of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1908 [32]

PEAK TRAMWAYS CO.

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 10.00 A.M. " " 15 MIN.

10.00 A.M. to 12.00 Noon " " 15 MIN.

12.00 Noon to 1.00 P.M. " " 15 MIN.

1.00 P.M. to 2.00 P.M. " " 15 MIN.

2.00 P.M. to 3.00 P.M. " " 15 MIN.

3.00 P.M. to 4.00 P.M. " " 15 MIN.

4.00 P.M. to 5.00 P.M. " " 15 MIN.

5.00 P.M. to 6.00 P.M. " " 15 MIN.

NIGHT CARS at 10.00 P.M. to 11.00 P.M.

SUNDAYS.

Extra Cars at 11.00 A.M. to 12.00 Noon.

SPECIAL CARS.

By Arrangement at the Company's Office.

Aldershot Buildings,

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Banks

HONGKONG & SHANGHAI

BANKING CORPORA-

TION.

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RESERVE FUNDS:

Sterling £1,500,000 at 2/-

\$15,000,000

Silver 17,200,000

Reserve Liability of

Proprietors £15,000,000

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Hon. Mr. E. Shellim,

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MANAGER.

Shanghai—A. G. Stephen.

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Hongkong—Interest Allowed.

On Current Account at the rate

of 2 per cent. per annum on the

daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per

annum.

For 6 months, 3½ per cent. per

annum.

For 12 months, 4 per cent. per

annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above

Bank is conducted by the

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Rules may be obtained on ap-

plication.

INTEREST on deposits is al-

lowed on the minimum monthly

balances at 3½ Per Cent. per an-

num.

Depositors may transfer at their

option balances of \$100 or more

to the Hongkong and Shanghai

Bank to be placed on FIXED

DEPOSIT at 4 Per Cent. per

annum.

For the Hongkong and Shang-

hai Banking Corporation,

N. J. STABB, Chief Manager.

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BANK.

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Hankow Kobe

Peking Singapore Tientsin

Tientsin Tsingtau Yokohama.

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Messrs. N. M. Rothschild & Sons,

The Union of London and Smith's

Bank, Limited.

Deutsche Bank (Berlin), London

Agency.

Direction der Disconto Gesell-

schaft.

INTEREST allowed on Current

Account. DEPOSITS received

LARCENY OF RUBBER.

Pilfering from the Naval Depot.

Before Mr. Hazeland, at the Police Court this morning, a Chinese was charged with the larceny of a quantity of rubber from the Naval Depot, Kowloon, and also with trespassing on the premises. Defendant was sentenced to two months' imprisonment and four hours' strokes.

Inspector Kerr said there were many cases of petty pilfering from the depot although he believed the rubber came from the Hongkong Naval Yard as defendant came over in a launch.

LOCAL SPORT.

Soldiers' Club Billiard Tournament.

In the semi-final in the competition for the billiards cup, presented by the Hongkong Volunteers, the Staff and Departments have established a lead over the 83rd Coy. R.G.A. to the extent of 66 points. Of the five games played the former have won three, while play has been rather even throughout. The scores to date are:

Staff and Departments.	
Lance Corporal Poland	199
Sergeant Warwick	200
Colonel Usher-Smith	188
Conductor Chamberlain	200
Private Bartholomew	200

83rd Coy. R.G.A.	987
Gunner Campbell	200
Gunner Goodwin	183
Gunner Tyrrell	200
Gunner Weatherall	202
Gunner Gordon	166

LAWN BOWLS.

Championship Results.

The following are the results of the lawn bowls open championship:

A Ramsay (Kowloon) beat R. Duncan (Civil Service) on Police Green, by 21 to 18.

D. Harvey (Kowloon) beat W. Higby (Civil Service) on Police Green, by 24 to 14.

LEAGUE TENNIS.

Civil Service and Olympic meet on Olympic ground at 4.30 tomorrow.

Civil Service Team is—H. A. Nesbit and G. R. Sayer, F. A. Biden and R. C. Barlow, A. O. Brawn and N. L. Railton.

ROYAL INSURANCE CO. LIMITED.

Messrs. Melchers & Co. inform us that they have received the following letter from the Head Office of the Royal Insurance Co. Ltd., Liverpool: "You will no doubt be interested to observe that the Fire Premium Income has further increased £4,107,808 thus exceeding for the first time in the history of this or any other Company the total of Four Millions. The total funds now amount to £19,031,200—, showing that the security we offer to clients has been increased in keeping with our extended operations."

THE BEST THE BREWERS BREW.

Guinness' "Wheel" Brand Stout.

SAME AS SUPPLIED TO HIS MAJESTY THE KING. CAN BE HAD FROM ALL DEALERS.

Sole Agents for China:

H. HUTTON & SON

QUEEN'S ROAD, CENTRAL.

THE LATE CAPTAIN OUTERBRIDGE.

Mrs. Outerbridge, widow of the late Captain Outerbridge, of the a.s. "Tea," with her child, returned this morning by the "Tea" from the Philippines. A rumour—gathered from the Manila press—to the effect that the deceased Captain was to be embalmed and brought to Hongkong for burial had no foundation, for he was buried at Iloilo, where he died. It has also been stated locally that Captain Outerbridge was the commodore of the China Navigation Co.'s fleet. This, we understand, is not the case. The commodore is Captain Harris of the a.s. "Anhui."

No new commander has yet been appointed to the "Tea," Captain Wake who brought the ship back from the Philippines, will continue to remain in charge of her for the present.

Royal Colonial Institute. Earl Grey, G.C.B., G.O.M.G., G.C.V.O., President of the Royal Colonial Institute, presided at the special dinner of the Royal Colonial Institute at the Whitehall Rooms, Hotel Metropole, on the 23rd ult.

LIST OF UNCLAIMED TELEGRAMS LYING IN THE EASTERN EXTENSION OFFICE AT HONGKONG.

Fukuhara Makie Care Matsubara, Thursday Island, Fookwhing, Rangoon, Harvester, Portland, Harodot, Saigon, Ica Cye, Manila, Kwongwahong, Tjilatjap, Kwonghoploong, Manila, Kwongwanhang Lodging House, Singapore, Lukhmdas Gokaldas Dopa Board Steamer Koruhoma, Bombay, Maulingoben, Fochow, Namdoog, San Francisco, Pardo De Tavera "Minnesota," Manila, Penghinong, Tegal, Perkins, Manila, Richard T. Robinson "Minnesota," Roccinewis, Robert Paul, Singapore, Solway, Manchester, Toller "Minnesota," Singapore, Tykes Bonham St, Singapore, Urro, Manila.

J. M. Book, Superintendent.

Hongkong 20th June 1913.

GREAT NORTHERN TELEGRAPH CO.

UNCLAIMED TELEGRAMS.

Obengzani, Shanghai, Magohin Shang Zippuebing 17 Yungzhong Ching, Peking, Arbinio c/o Italian Consulate, Kobe.

J. C. Gough, Actg. Superintendent.

Hongkong Station, 20th June, 1913.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

On account of a number of Contract Packets leaving about the same time to-morrow morning, the Public are requested to post their correspondence as early as possible.

MAILS ARRIVED TO-DAY.

Siberian, a.s. Arcadia.

MAILS CLOSE.

Japan via Nagasaki—Per Achilles, 21st June, 8 a.m.

Haiphong, Pakhoi and Saigon—Per St. Klara, 21st June, 9 a.m.

Timor, Australia, Tasmania and New Zealand via Port Darwin—Per St. Albans, 21st June, 9 a.m.

Kohsichang, Straits, Mauritius Cape Ports—Per Dunoric, 21st June, 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via St. Paul)—Per Montague, 21st June, 11 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed to-day at 5 p.m.—Per Arcadia, 21st June, 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, America, United States, America, and South America via San Francisco—Per Tenyo-maru, 21st June, 11 a.m.

Philippine Islands—Per Loong-sang, 21st June, 1 p.m.

Macao—Per Sui Tai, 21st June, 1.15 p.m.

Shanghai and North China (Europe via Siberia)—Per Linan, 21st June, 5 p.m.

Tientsin—Per Cheongshing, 21st June, 5 p.m.

Swatow—Per Haimun, 22nd June, 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per Daijimar, 22nd June, 9 a.m.

Straits and India via Calcutta—Per Kumsang, 23rd June, 1 p.m.

Swatow, Amoy and Fookchow—Per Hatching, 24th June, 10 a.m.

Japan via Kobe—Per Hopsang, 24th June, 11 a.m.

Philippine Islands—Per Tean, 24th June, 3 p.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Scharnhorst, 25th June, 9 a.m.

Swatow—Per Haimun, 25th June, 10 a.m.

Welhaiwei and Tientsin—Per Kueichow, 25th June, 11 a.m.

Swatow, Shanghai and North China—Per Kwongsang, 25th June, 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria and Tacoma—Per Panama-maru, 25th June, noon.

Haiphong, Pakhoi and Saigon—Per Sangkiang, 26th June, 8 a.m.

Philippine Islands—Per Zafro, 26th June, 3 p.m.

Shanghai and North China—Per Anhui, 26th June, 3 p.m.

Swatow, Amoy and Fookchow—Per Hattan, 27th June, 10 a.m.

Philippine Islands—Per Yuen-sang, 28th June, 1 p.m.

Shanghai, North China, Japan via Nagasaki, Canada, Honolulu, United States, and South America via San Francisco (Europe via Siberia)—Per Persia, 1st July, 11 a.m.

Solga, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Armand Behic, 1st July, 11 a.m.

SHIPPING NEWS.

ARRIVED.

Cheongshing, Br. s.s., 1889, Liddell, 19th June—Welhaiwei 14th June, Gen.—J. M. & Co.

Taishun, Chi. s.s., 1,216, Paramore, 19th June—Shanghai 15th June, Ballast—C. M. S. N. Co.

Hakata Maru, Jap. s.s., 80, Yosokaki, 19th June—Sea, Ballast—Okura & Co.

Signal, Ger. s.s., 907, Christuma, 20th June—Bangkok 13th June, Rice—J. & Co.

Tean, Br. s.s., 1,357, Wake, 20th June—Manila 17th June, Gen.—B. & S.

Haimun, Br. s.s., 641, Evans, 20th June—Swatow 19th June, Gen.—D. L. & Co.

Kwangtong, Chi. s.s., 1,536, O. Stewart, 20th June—Canton 19th June, Gen.—China.

Achilles, Br. s.s., 4,483, Thompson, 20th June—Singapore 15th June, Gen.—B. & S.

Arcadia, Br. s.s., 3,514, Barcham, 20th June—Shanghai 17th June, Gen.—F. & O. S. N. Co.

Monmouthshire, Br. s.s., 3,097, Nainer, 20th June—London 30th April, Gen.—J. M. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

June 20.

Tjitaroom, for Kobe.

Kutsang, for Calcutta.

Montague, for Victoria.

Taishun, for Canton.

Harpagus, for Victoria.

Haiyang, for Fookchow.

Kjeld, for Bangkok.

Hakata-maru, for Hakata.

Benlawers, for Yokohama.

Taiwan, for Saigon.

DEPARTED.

June 20.

Haiyang, for Fookchow.

Harpagus, for Philippines Islands.

Benlawers, for Japan.

Kutsang, for Straits.

Dalnicchi-maru, for Wakamatsu.

Linan, for Canton.

Brigdi, for Bangkok.

Tjitaroom, for Kobe.

PASSENGERS ARRIVED.

Per s.s. Devanha, arrived 18th inst., from London, &c.:

Campbell, R. F. Long Chew

Chung, Mrs. Ormiston, Maj.

Choon Leong, 2nd Mrs.

Goddin, G. C. Pean Long-kang

Hing Leonie, Ramsay, B. H.

Kingston, H. Robinson, V.

Lysaght, E. E. See Tong Ah

Lysaght, P. W. Scott, W. L.

Leung Chew, Valentine, E. J.

Mrs. Wo Chen-see

Per s.s. Tean, arrived 20th inst., from Manila:

Bjorn, M. Morales, Mr. & Mrs.

Case, Carl Mrs. Outerbridge,

Campbell, D. H. Defer, C.

Edmondson, A. Raymond, Miss

Gillard, Mr. and Mrs. Warner, E. M.

Mrs. Knox Orrin, Mr. & Mrs.

Per s.s. Monmouthshire, arrived 20th inst., from London:

Chapman

Per s.s. Arcadia, arrived 20th inst., from Shanghai:

Chu May-fong Perkins, E. A.

Ehrhardt, Capt. Resker, E. O.

Harding, J. E. Vaughan, Capt.

Kendit J. Kopper, H. H. Wen, S.

Ma, C. W. Wong Ta-chien.

Newman, E. Wong

Ngai Lin Yick, Y.

SHIPS PASSED THE CANAL.

London, 20th May.

The following vessels have passed the Canal:—Benlawers, Deifinger, O. Ferd Laslez, Asama, Sachsen, Goldenfels, Indraghtri.

London, 24th May.

Arrivals from China:—Ernest Simons, Silesia, Theseus.

The following vessels have passed the Canal:—Atsuta Maru, Iyo Maru, Sado Maru, Menelaus, Spezia, Welsh Prince.

London, 27th May.

The following vessels have passed the Canal:—Hyson, Atlantic, Rhesus.

London, 29th May.

Arrivals from China:—Nyanza, London, 30th May.

Arrivals from China:—Lutzow, Iyo Maru, Sachsen, Shimosa, Schwarzborg.

The following vessels have passed the Canal:—Antilochus, Ceylon, Nore, Pellic, Simla, Baron Erskine, Amazone.

London, 3rd June.

Arrivals from China:—Hyson, Inverclyde, Scandia, Spezia.

The following vessels have passed the Canal:—Bendoran, F. E. Friedrich, Senegambia.

Oyster, Fresh, Fried or Stewed.

Floden Haddock, Kipper & Co.

LEXANDRA CAFE.

WEATHER REPORT.

On the 19th at 11.12.—Pressure has decreased moderately at Welhaiwei owing to the approach of a depression from westward. It is increased moderately over N. Japan and slightly in all other districts. It is now above normal over Tongking, and along the south coast of China.

Moderate S. winds are indicated along the east coast of China, and over the N. China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	S. winds, moderate; fair.
2 Formosa Channel	S. winds, fresh.
3 South coast of China between H.K. and Lamooks	The same as No. 1.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register.

19th June, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Dir'n.	Force.	
Wootock	7 a	29.39	43	39	—	0	c
Nemuro	6 a	29.63	—	—	—	0	c
Hakodate	"	29.63	—	—	—	0	c
Tokio	"	29.71	—	—	—	0	c
Kochi	"	29.70	—	—	—	0	c
Nagasaki	"	29.70	—	—	e	1	c
K'shima	"	29.72	—	—	n	1	c
Oshima	"	29.73	—	—	sw	2	c
Naha	"	29.85	—	—	sw	2	c
Ishijima	"	29.85	—	—	sw	4	c
Bonin Is.	"	29.91	—	—	sw	2	c
Chefoo	"	—	—	—	—	—	—
Whaiwei	"	29.61	74	68	sw	2	b
Hankow	"	—	—	—	—	—	—
Iehang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.75	17	—	se	1	c
Shanghai	"	29.76	69	—	sse	10	m
Shanghai	"	29.78	83	—	s	1	c
Sharp P.	7 a	29.78	83	—	s	1	c
Amoy	5 a	29.84	81	87	sw	1	b
Swatow	"	29.93	80	91	s	1	c
Taihouku	5 a	29.82	—	—	s	2	c
Taihou	"	29.89	—	—	e	0	c
Tainan	"	29.86	—	—	s	2	c
Koshun	"	29.87	—	—	nw	6	c
P'aores	"	29.88	—	—	s	6	c
Canton	9 a	29.83	85	79	s	2	c
H'kong	6 a	29.88	82	85	s	1	c
Gap Rock	"	29.85	—	—	sw	4	c
Macao	"	29.85	81	—	se	2	c
Yuechow	9 a	29.87	84	79	e	2	b
Pakhoi	"	—	—	—	—	—	—
Holhow	"	—	—	—	—	—	—
Phullen	6 a	29.82	—	—	s	4	c
Tourane	"	29.84	81	—	sw	2	c
C. St. J.	"	29.93	77	—	sw	2	c
Aparri	"	—	—	—	—	—	—
Manila	"	—	—	—	—	—	—
Legaspi	"	—	—	—	—	—	—
Iloilo	9 a	29.95	83	—	sw	1	c
Bacolod	"	—	—	—	nw	1	c
Cebu	"	29.97	84	—	e	2	c
Labuan	"	29.94	83	—	—	—	—